A

NARRATIVE

OF THE

PROCEEDINGS

OF

HIS MAJESTY'S FLEET,

UNDER THE COMMAND OF

EARL HOWE,

FROM THE

SECOND OF MAY TO THE SECOND OF JUNE

M.DCC.XCIV.

LONDON:

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SOLD AT MR. DE POGGI'S EXHIBITION ROOM, N°. 91, NEW BOND-STREET;
MR. W. FADEN, CORNER OF ST. MARTIN'S-LANE, CHARING-CROSS;
MR. T. EGERTON, OPPOSITE THE ADMIRALTY,—AND
MR. J. SEWELL, CORNHILL.

1796.

An Appendix, containing Particulars of Importance, extracted from a Manuſcript recently received from the Continent, and ſaid to be drawn up by an Officer in the French Navy, who was himſelf in the Engagement of the 1ſt of June, will be found at Page 83.

ERRATA.

In the Appendix, Page 86, beginning of the laſt Paragraph, for Admiral *Vanſtabel,* read Admiral *Cornice.*

Page 88, tenth Line of the ſecond Paragraph, for Admiral *Vanſtabel,* read Admiral *Cornice.*

ADDRESS

TO

THE PUBLIC.

MR. DE POGGI is perfectly aware of the real difficulty of the taſk he undertook in endeavouring to commemorate the event of the Firſt of June; at the ſame time he cannot but truſt to the indulgence of thoſe who were immediately engaged in the action, and to that of the public at large.

The firſt, with the liberality which is ſo much the characteriſtic of their profeſſion, will allow for the inaccuracies of a perſon who was not himſelf on the ſpot, and whoſe ideas are neceſſarily confined to the channel of deſcription, which muſt vary with every poſition of every ſhip in the fleet, and which plainly accounts for the difference ſo frequently to be met with in the relations of all extended operations. Thoſe of two ſuch large and ſpreading fleets cannot be reduced to a ſingle point of view; and an artiſt

is obliged to groupe every poſſible occurrence which is deſcribed to him. This, in the preſent caſe, Mr. Cleveley has moſt faithfully done from the plans hereto annexed; and Mr. De Poggi can pledge himſelf that he has not in a ſingle inſtance deviated from or loſt ſight of thoſe plans, *which were drawn with preciſion under the direction of ſeveral Officers of diſtinguiſhed character who commanded in that fleet, and repeated the ſignals of the Commander in Chief.*

With reſpect to the public, he finds himſelf infinitely more at his eaſe, ſince he preſents them with capital engravings of the moſt brilliant action recorded in the annals of Engliſh hiſtory.

In the third plate, or plan of the day, ſuch alterations, as were ſuggeſted, have been introduced, after the firſt plans had been completed. Theſe alterations have been moſt willingly introduced in the large plates, notwithſtanding the conſiderable difficulties with which ſuch a change was attended.

Mr. De Poggi, having obtained permiſſion to publiſh a Liſt of the Commiſſioned and Warrant Officers of the fleet who ſerved in the action of the Firſt of June, feels a peculiar ſatisfaction in being able to record their names in the preſent Narrative.

NAR-

NARRATIVE, &c.

THE fleet under the command of Earl Howe, had the following objects in view:

1st, To convoy the East-India fleet, of nearly forty sail, to a sufficiently Southern latitude.

2d, To force the French fleet to action, should it put to sea.

3d, To intercept the French convoy, returning from the ports of America, richly laden with the produce of the West-India Islands, and with provisions and stores for the Republic, and supposed to amount to 350 sail.

Lord Howe collected the India ships and his own fleet at St. Helen's, where he lay for a fair wind, which sprung up early on the morning of the 2d of May; and by noon the convoy and the men of war were clear of their anchorage.

The order of battle given by Lord Howe, was as follows:

LINE OF BATTLE.

Frigates.	*Captains.*	*No.*	*Ships.*	*Guns.*	*Commanders.*
		1	Cæsar - - -	80	Capt. Molloy.
		2	Bellerophon -	74	Rear Admiral Pasley, Capt. W. Hope.
		3	Leviathan - -	74	Lord H. Seymour.
		4	Russel - -	74	Payne.
		5	Marlborough -	74	Hon. G. Berkeley.
Niger - 32	Hon.A.Legge *Repeater.*	6	Royal Sovereign	100	Admiral Graves, Capt. Nichols.
		7	Audacious -	74	Parker.
		8	Defence - -	74	Gambier.
		9	Impregnable -	90	R. Adm. Caldwell, Capt. Westcott.
		10	Tremendous -	74	Pigott.
		11	Culloden - -	74	Schomberg.
		12	Invincible - -	74	Hon. T. Pakenham.
		13	Barfleur - -	98	R. Adm. Bowyer, Capt. Collingwood.
		14	Arrogant - -	74	Hawkins Whitshed.
		15			
Latona - 38	Thornborough	16	Theseus - -	74	Calder.
Phaeton - 38	Bentinck	17	Gibraltar - -	80	Mackenzie.
Southampton 32	Hon. R. Forbes	18	Queen Charlotte	100	Admiral Earl Howe, Capt. Sir Roger Curtis, Kt. Sir A. Douglas, Kt.
Venus - - 32	W. Browne	19	Brunswick -	74	J. Harvey.
Pegasus - 28	Barlow *Repeater.*	20	Valiant - -	74	Pringle.
		21			
		22	Orion - - -	74	Duckworth.
		23	Queen - - -	98	R. Adm. Gardner, Capt. Hutt.
		24	Ganges - -	74	Truscott.
		25	Ramillies - -	74	H. Harvey.
		26	Bellona - -	74	Wilson.
		27	Alfred - - -	74	Bazely.
		28	Royal George	100	Ad. Sir Alex. Hood, K.B. Capt. Domett.
		29	Montagu - -	74	J. Montagu.
Aquilon - 32	Hon.R.Stopford *Repeater.*	30			
		31	Majestic - -	74	Cotton.
		32	Glory - - -	90	Elphinstone.
		33	Hector - -	74	R. Adm. Montagu, Capt. Halsted.
		34	Alexander -	74	Bligh.
		35	Thunderer -	74	Bertie.

On the 4th of May, being the length of the Lizard, Lord Howe directed the convoy to part company, and detached Rear-Admiral Montagu, with the following ſhips, to protect the convoy to a certain latitude.

Hector, - - -	74	Rear-Admiral MONTAGU.	
		Captain Halſted.	
Alexander, - - -	74	———	Bligh.
Ganges, - - -	74	———	Truſcott.
Arrogant, - - -	74	———	H. Whitſhed.
Bellona, - - -	74	———	Wilſon.
Theſeus, - - -	74	———	Calder.
Venus, - - -	32	———	W. Browne.

Lord Howe, with his fleet reduced to twenty-ſix ſail of the line, immediately ſteered for Uſhant, and early on the morning of the 5th the fleet was off that iſland. The Phaëton and Latona, covered by the Orion, were ordered to run round the iſland, to aſcertain whether the French fleet were in Breſt or at ſea; the ſhips ſtood into St. Matthew's Point, whence they plainly ſaw the French fleet in Breſt Water, and immediately returned to inform Lord Howe. The wind ſtill continued ſtrong from the E. N. E.

Finding the French fleet in Breſt, Lord Howe ſteered for the latitude in which he imagined the French convoy would

run

run in its paſſage from America; well aware that, if the French fleet intended to come out, its object muſt be the protection of this immenſe convoy.

From the 5th to the 19th of May---The Engliſh fleet was croſſing the Bay in various directions, but did not ſee any thing. On the 19th, being again off Breſt, Lord Howe ordered the Phaëton and Latona, covered by the Cæſar and Leviathan, to look into Breſt: this ſervice was performed, but the French fleet was no longer in Breſt Water; and, while ſtanding in, the Leviathan ſpoke an American coming out, from whom Lord Hugh Seymour learnt, that the French fleet had ſailed from Breſt ſome days before: their force was as yet unknown, though variouſly reported from twenty-five to thirty-five ſail of the line. In the afternoon, the Venus joined the fleet from Admiral Montagu's diviſion, after which Lord Howe bore away, with the wind ſtill to the Eaſtward, for the Bay, carrying a preſs of ſail.

The 20th of May---The fleet were running to the Weſtward, but did not ſee any thing.

The 21ſt of May---Running Weſt all day. In the night, the Orion, being the look-out ſhip, made the ſignal for a ſtrange fleet, and by day-light ſeveral re-captures were made,

conſiſting

consisting of part of the Lisbon convoy captured but two days before by the French fleet. Lord Howe directed the prisoners to be taken out, and the vessels to be immediately burned. From the prisoners some information was gained; that of the enemy's force, which they represented to be twenty-six sail of the line, and four frigates, under the command of Rear-Admiral Villaret de Joyeuse, whose flag was flying on board La Montagne of 120 guns; that with him was embarked Jean Bon de St. André, Member of the Convention; that four of their line of battle ships were fitted with furnaces for heating shot; and that the French Admiral had positive orders to engage, and as close as possible. This last circumstance was received as the omen of success to the British fleet.

The 22d of May---The fleet did not see any thing.

The 23d of May---The fleet re-captured a ship and a Dutch galliot, taken by the French fleet two days before. In the afternoon, the Venus captured a French cutter charged with dispatches for their fleet, and by order burnt her.

The 24th of May---The fleet did not see any thing.

The

The 25th of May---At day-break, a French 74 gun-ſhip was diſcovered to windward of the fleet, with a merchant ſhip in tow; the man of war was chaſed by the whole fleet; ſhe caſt off the merchant ſhip, and got away by the manifeſt ſuperiority of her ſailing. The merchant ſhip was taken by the Latona, and proved to be an American; from her it was known, that the ſhip chaſed was the Audacieux of 74 guns, being one of a ſquadron of five ſail of the line, from which they had only parted company the preceding evening. During the chaſe, two corvettes of the Republic, a ſhip, and a brig, were captured: they miſtook the Engliſh for the French fleet and ran into it, but threw their diſpatches overboard: Lord Howe directed the corvettes and the American to be immediately burnt.

The 26th and 27th of May---The fleet in ſearch of the enemy, but did not ſee any thing.

The 28th of May---The wind being at S. S. E. the look-out frigates diſcovered the fleet of France to windward. It was running down towards the Engliſh fleet without any order, and amounted to thirty-two ſail, including frigates; by ten o'clock the French diſcovered the fleet, they were nearing, to be the Britiſh, and were a conſiderable time forming

forming into a very indifferent line of battle on the larboard tack. Lord Howe, in the order of ſailing, preſſed his fleet to windward. The order of ſailing conſiſted of two diviſions, and four ſail of the line (the Bellerophon, Ruſſel, Marlborough, and Thunderer) to windward, on the look-out. The Engliſh frigates by eleven o'clock were nearing the enemy, and were recalled by ſignal.

It was evidently the intention of the enemy to avoid an action, and as much the determination of Lord Howe to force one; but being ſo far to leeward, his Lordſhip by ſignal declared his intention of harraſſing the rear of the enemy (who had wore and were on the ſame tack with the Britiſh), and directed the weather ſquadron under the command of Rear-Admiral Paſley to do ſo, which, towards the cloſe of the day, was effected by the Rear-Admiral with "peculiar firmneſs," ſupported by Lord Hugh Seymour in the Leviathan, who engaged the Revolutionaire of 110 guns (the rear ſhip of the enemy) until the coming up of the Audacious, Captain W. Parker, upon which the Leviathan paſſed on to action with the ſecond ſhip of the French. Theſe partial actions with the rear of the enemy were had with ſuch good effect, that by dark the Revolu-

tionaire was evidently abandoned to the Audacious. It is indeed impoſſible to do general juſtice in this or any other naval action where the night intervenes; which, in this particular inſtance, is the more evident, from the circumſtance of the Revolutionaire being left with the Audacious, and neither of them ſeen or heard of by the fleet till its return into port. It appears, however, that Captain Parker would moſt unqueſtionably have had the honour of bringing her into an Engliſh harbour, had not a ſquadron of nine ſail of the enemy chaced him on the morning of the 29th, when the fleets were no longer in ſight, and *re-captured* the Revolutionaire. The Audacious was fortunate in making her eſcape from a very ſuperior force, though harraſſed by the enemy's frigates.

It is neceſſary to ſay, that the French Admiral kept on the ſtarboard tack, carrying a preſs of ſail all night, followed by the Engliſh under an equal crowd of canvas. The French fleet did not ſhew any lights during the night; every ſhip of the Engliſh fleet carried one by the ſignal; the night was extremely dark.

The 29th of May---At day-light the enemy were on the bow of the Britiſh fleet; the Audacious and Revolutionaire

were

were not in ſight. The French fleet very much ſcattered, but forming their line: Lord Howe made the ſignal to form in line as ſhips fell in. The Engliſh van being well up, were ordered by ſignal to tack with a view of bringing the French rear to action. To avoid which the enemy wore altogether, and formed on the ſame tack with the Engliſh, that is, on the larboard tack; the Engliſh van were ſo well up as to engage the enemy's van, but at too great a diſtance, for though the French Admiral continued cloſing, he ſtill kept much too far for any deciſive action.

The fleets having drawn abreaſt of each other, and, finding the enemy determined to avoid cloſe action, Lord Howe made the ſignal to tack in ſucceſſion, intending to cut through the enemy's fleet. From the diſabled ſtate of the ſhips this manœuvre was not ſo readily effected; it however put the French into conſiderable diſorder, enabling the Britiſh to range on oppoſite tacks, within piſtol-ſhot of the enemy, or to cut through their line; both which were done, but yet with ſo much damage, that, upon the fleets ſeparating, the Royal George, Queen, Invincible, and Bellerophon, were found perfectly diſabled. On the other hand, ſeveral of the French were as ſeverely treated, and two of their

line were totally crippled, and left in the middle of the Britiſh; but the French center and rear having hardly ſuffered, Monſieur Villaret led his own fleet, and recovered theſe ſhips before Lord Howe could refit or interpoſe.

Before we proceed any further in this Narrative, it is but juſtice to Monſieur Villaret to ſay, that, as far as he had gone, he ſhewed conſiderable ability as a ſea-officer; and by ſuch diſtant and continued, though partial, cannonade, he gradually brought his fleet into practice; but his manner of recovering the two ſhips in queſtion claims the admiration of his enemies, and the thanks of his country. It muſt alſo be noticed, that he was particularly fortunate in falling in with additional ſhips; two hours before the action on the 29th commenced, he was reinforced with L'Audacieux of 74 guns, by which his numbers continued to be twenty-ſix of the line, and the Engliſh, by the ſeparation of the Audacious, were reduced to twenty-five.

The circumſtances of this day continued till the evening, when the French had bore away with their diſabled ſhips, and gave up the weather-gage to Lord Howe; but a thick fog almoſt immediately ſucceeded, and prevented any further operations between the fleets, which were both on the

larboard

larboard tack. The disabled ships of the British refitted with the most admirable activity during the fog, which continued the whole evening, and till the

30th of May—At 4 P. M. it cleared sufficiently to close the English fleet which had spread in the night, and to shew the French to leeward; but the immediate return of the fog prevented any thing being attempted. It continued the whole of the night of the 30th with thin rain, and the greater part of the

31st of May—At 3 P. M. it cleared up, and the fleet, still on the larboard tack, was considerably scattered. The enemy were discovered about three leagues to leeward, and also on the larboard tack. The British fleet closed by six, and Lord Howe ran down towards the enemy, and when nearly four miles from them he hauled his wind on their weather-beam; the Latona was ordered to lie one mile to leeward of the Charlotte, and the Phaëton one mile to leeward of the Bellerophon, upon the look-out for the night. Each ship in the line received orders to carry commanding sail all night, which was probably from an idea Lord Howe entertained of the French Admiral making sail after dark, to get so far a-head of the British fleet as to tack in the morning and weather

weather it. Such, however, was not Monſieur Villaret's intention, for at day-light of the

Memorable 1ſt of June—The French were diſcovered near five leagues on the lee or ſtarboard quarter of the Engliſh fleet. The wind was nearly ſouth, and the breeze moderate, with the ſea quite ſmooth. Lord Howe immediately wore, ſtood towards the enemy, and being abreaſt of them about ſeven A. M. his lordſhip wore again to the larboard tack, on which the French were waiting the attack *with their cuſtomary reſolution.*

It is neceſſary here to obſerve, that, during the fog of the 31ſt of May, Monſieur Villaret was joined by the ſquadron under Admiral Nyelli, compoſed of the following ſhips:

Le Sans Pareil, - - -	80
Le Trajan, - - - -	74
Le Temeraire, - - -	74
La Semillante, - - - -	36
La Tamiſe, - - - -	36

But L'Indomptable, L'Eole, and Le Montagnard, of 74 guns, having been diſabled in the action of the 29th of May, were detached on the evening of the 31ſt. They were accompanied by the frigates, Le Brutus of 50 guns, one

one of the reduced ſhips of the line, and La Seine of 40 guns. It is then evident that, by the junction of Admiral Nyelli, the number of the French fleet remained at twenty-ſix, nor could the ſudden and unexpected appearance of their repair be accounted for by the Engliſh on the morning of the 1ſt of June. Admiral Nyelli, immediately on joining the French fleet, ſhifted his flag from the Sans Pareil to the Republicain of 118 guns.

The

The French Line of Battle on the 1st of June was as follows, and may be depended upon as the precise Order in which they went into action:

Corvettes.	*Frigates.*	*Ships.*	*Guns.*	
	La Diligente	1 La Convention - -	74	
	Le Courier	2 Le Gasparin - - -	74	
	La Gentille	3 L'America - - -	74	Broad Pendant.
		4 Le Temeraire - -	74	
La Société Populaire		5 Le Terrible - -	110	Admiral Bouvet.
		6 L'Impetueux - -	74	
	La Tamise	7 Le Pelletier - -	74	Broad Pendant.
	L'Insurgente	8 Le Mucius - -	74	
	La Proserpine	9 Le Tourville - -	74	
		10 L'Audacieux - -	74	
		11 Le Tiranicide - -	74	
		12 L'Enterprenant - -	74	Broad Pendant.
		13 Le Juste - - -	80	
Le Jambart, L'Athalante		14 La Montagne - -	120	Ad. Villaret de Joyeuse, Jean Bon St. Andre, Member of the Nat. Con.
		15 Le Jacobin - - -	80	
		16 L'Achille - - -	74	
		17 Le Patriote - -	74	
	La Surprize	18 Le Vengeur - -	74	
	La Galathée	19 Le Northumberland	74	
	La Precieuse	20 Le Jemappe - - -	80	
		21 Le Trajan - - -	74	
La Furet		22 Le Neptune - -	74	
		23 Le Republicain -	118	Admiral Nyelli.
	La Bellone	24 Le Sans Pareil - -	80	
	La Mutine	25 Le Scipion - - -	80	
	La Semillante	26 Le Montblanc - -	74	

When

When Lord Howe had brought his fleet on the ſame tack with that of the French, he made ſuch changes in the order of the line as he judged moſt expedient for oppoſing the larger ſhips in his fleet to thoſe of the enemy. He alſo made it known by ſignal that he intended to paſs through the enemy's line, and engage them to leeward; and that the Britiſh rear was to engage the rear of the enemy, and the van to engage the van.

Having allowed ſufficient time for breakfaſt, Lord Howe, about nine, bore up with the whole fleet, and the Queen Charlotte ſteered for her opponent the Montagne, with the ſignal for cloſe action flying; the ſhips a-head and a-ſtern of the Charlotte kept away parallel to her, and received the fire of the enemy ſome time before they returned it, ſome of the ſhips not doing ſo till they had cloſed with the enemy. The Charlotte puſhed in under the ſtern of the Montagne, and a-head of her ſecond a-ſtern Le Jacobin. It was doubtful whether there was ſufficient room between theſe ſhips, but Lord Howe was determined to attempt that manœuvre, and paſſed as near the Montagne as two ſhips can paſs without touching; the reſt of the fleet, according to the circumſtances in which they found themſelves, either puſhed

through the enemy's line, or closely engaged them to windward.

But here the compiler of this narrative must stop, and again crave the indulgence of each individual in the fleet; for every man engaged feels himself interested in his share of the day, and deserves the commendation which he will feel it is not even possible, particularly, to bestow on the ship he served in, except in very remarkable cases. In actions between single ships it is impossible to record every individual act of gallantry, and in those between fleets it is equally impossible to do so by every individual ship; and if we attend to the relations given of those events by the officers in command, from the earliest periods of history, we find some prominent features, but no regular and progressive design. What then is to be said? Nothing better than the words of the commander in chief: "Selections, however, should not "be construed to the disadvantage of other commanders, "who may have been equally deserving of the approbation "of the Lords Commissioners of the Admiralty, although "I am unable to make a more particular statement of their "merits."

Lord

Lord Howe, in his public accounts, has paid the handsomest tribute of praise to the Admirals serving under him in the command of their respective divisions, and the honours conferred on Admiral Graves, Sir Alexander Hood, Admiral Bowyer, Admiral Gardner, Admiral Pasley, and the appointment of commander in chief to Admiral Caldwell in the West Indies, are as satisfactory as they are universally known.

A similar mark of approbation was given by Lord Howe to Lord Hugh Seymour, who in the Leviathan successfully attacked and silenced L'America, the ship naturally opposed to him in the order of battle, and bearing a broad pendant. His lordship engaged her so closely as to drive her out of the line, and oblige her to wear, in which he followed, and only left her, when perfectly a wreck, to obey Lord Howe's signal for closing round the Charlotte.

To Captain Pakenham of the Invincible, who silenced the fire of the Juste, a ship of very superior force to that he commanded, and of which he afterwards took possession; and who, on seeing the Queen Charlotte disabled, sent to Lord Howe to say the Invincible was sufficiently manageable to bear his lordship's flag, should he judge proper to shift it.

 To

To Captain Berkeley of the Marlborough, who got on board two of the enemy's ſhips at the ſame moment, in which he diſmaſted them both, and was left in the Marlborough without a ſtick ſtanding, and taken in tow by the Aquilon.

To Captain Gambier, who was obſerved to have forced his way in the Defence through the enemy's line in the moſt gallant and exemplary manner; in doing which he was totally diſmaſted, and taken in tow by the Phaëton.

To Captain John Harvey, who loſt his life in conſequence of the wounds he received—who boarded Le Vengeur, and ſo ſeverely mauled her that ſhe ſunk ſhortly after the action.

To Captain Henry Harvey of the Ramillies, who had the opportunity of attacking the Vengeur while ſhe was engaged with the Brunſwick, and aſſiſting his brother in the deſtruction of that ſhip.

To Captains Payne, Pringle, Duckworth (who was ſhot through the hand), and Elphinſtone, for their reſpective conduct; and to Captains Nichols of the Royal Sovereign, and W. Hope of the Bellerophon, who commanded thoſe ſhips after their admirals were wounded. The approbation of the commander in chief was alſo ſhewn to Captain Col-

lingwood

lingwood of the Barfleur, by the Admiralty appointing him to the command of the Excellent.

Lieutenants Monkton of the Marlborough, and Donelly of the Montagu, who commanded thoſe ſhips during part of the action, have alſo received Lord Howe's particular thanks.

General thanks were conveyed to the fleet at large by Lord Howe in his public diſpatches.

The reſult of the general exertions of the fleet from the firſt meeting of the enemy on the 28th of May, to their total defeat on the 1ſt of June, was the capture of the following ſhips:

		Killed.	*Wounded.*
Le Sans Pareil	80	260	120
Le Juſte	80	100	145
L'America	74	134	110
L'Achille	74	36	30
Le Northumberland	74	60	100
Le Impetueux	74	100	75
		690	580
Le Vengeur	74	320 ſunk in her.	

It alſo appears from the report made to the National Convention by Monſieur Jean Bon de St. André, that the Montagnard

tagnard of 74 guns foundered on her return home; which circumſtance is corroborated by the report of a maſter of a merchant ſhip who put into Jerſey in July 1794, and who brought with him ſome blocks which he picked up near the hull of a two-decker, whoſe quarter deck was level with the water's edge, and which blocks were marked M. No. 15.

It is further known, that the Revolutionaire was towed into Rochford without a maſt ſtanding; her loſs in killed and wounded was ſtated by French accounts at near four hundred men, and her ſtate reported to be the moſt wretched imaginable.

But the following extract from a French account muſt not be omitted:

" Neuf jours après le combat la flotte entra à Breſt, ayent
" laiſſé une eſcadre de ſept vaiſſeaux *pour obſerver* celle des
" Anglois. Ce ſervice important et ſignalé n'a couté que
" deux vaiſſeaux à la republique, tandis que les Anglois ont
" eu deux vaiſſeaux et une frégate coulé à fond*."

* " Nine days after the action the fleet returned to Breſt, having left a ſquadron " of ſeven ſail of the line to obſerve that of the Engliſh. This important and " ſignal ſervice has coſt the republic but two ſhips of the line, whilſt the Engliſh " had two ſhips of the line and one frigate ſunk."

The

The French fleet on the evening of the 1ſt of June kept away from the wind, leaving the ſhips before-named in the undiſturbed poſſeſſion of the Engliſh; nor was it till all further hope of aſſiſtance was done away, that the officers commanding theſe French ſhips thought themſelves authoriſed to ſtrike their colours.

Lord Howe immediately after the victory gave his orders for ſhifting the priſoners, and refitting his fleet; and on the 2d of June he directed Captain Bentinck of the Phaëton to carry Sir Roger Curtis home with the joyful account. Sir Roger was landed at Plymouth on the 9th, and proceeded to London without loſs of time; keeping the ſtricteſt ſecreſy as to the event of the action, till reported to the Lords of the Admiralty.

It had indeed been ſome days known that the fleets were in action; the Audacious, Captain Parker, having reached Plymouth in ſafety after he was obliged to give up the Revolutionaire to the ſquadron he fell in with on the morning of the 29th of May. This ſquadron, commanded by Admiral Nielly, having joined the French fleet on the 30th of May, enabled the French admiral to detach the ſhips crippled in the former actions.

Admiral Montagu's ſquadron of ſix ſhips, which had put into Plymouth, was immediately on the arrival of the Audacious reinforced by three ſail of the line and ſome frigates, and went off Breſt.

On the 9th of June in his paſſage he fell in with the Concale ſquadron of nine ſail of the line and frigates, and chaced them cloſe into Breſt Water, but was unable to come up with any one of them; and the event did not prove even unfortunate, for at day-light of the 10th, being off Uſhant, Admiral Montagu fell in with the remains of the French fleet of nineteen ſail of the line. The French admiral made the ſignal for a general chace, and had he thought it prudent to defer going into port, he muſt have come up with the Alexander, who was nearly within ſhot; but Admiral Montagu ſhewing his determination to ſupport that ſhip, by dropping with the reſt of the ſquadron a-ſtern of her, the French admiral immediately gave up the chace and ſteered for Breſt.

Admiral Montagu returned with his ſquadron to Plymouth Sound, and received a very flattering letter of approbation from the Lords of the Admiralty. Lord Howe, with his fleet and prizes, anchored at Spithead on the 13th of June.

Admiralty Office, June 10, 1794.

SIR Roger Curtis, First Captain to Admiral Earl Howe, arrived this evening with a Dispatch from his Lordship to Mr. Stephens, of which the following is a copy:

Queen Charlotte at Sea, June 2, 1794,
Ushant E. Half N. 140 *Leagues.*

SIR,

THINKING it may not be necessary to make a more particular report of my proceedings with the fleet, for the present information of the Lords Commissioners of the Admiralty, I confine my communications chiefly, in this dispatch, to the occurrences when in presence of the enemy yesterday.

Finding, on my return off Brest on the 19th past, that the French fleet had a few days before put to sea, and receiving, on the same evening, advices from Rear-Admiral Montagu, I deemed it requisite to endeavour to form a junction with the Rear-Admiral as soon as possible, and

proceeded immediately for the ſtation on which he meant to wait for the return of the Venus.

But having gained very credible intelligence on the 21ſt of the ſame month, whereby I had reaſon to ſuppoſe the French fleet were then but a few leagues farther to the weſtward, the courſe before ſteered was altered accordingly.

On the morning of the 28th, the enemy were diſcovered far to windward, and partial actions were engaged with them that evening and the next day.

The weather-gage having been obtained in the progreſs of the laſt-mentioned day, and the fleet being in a ſituation for bringing the enemy to cloſe action the 1ſt inſtant, the ſhips bore up together for that purpoſe, between ſeven and eight o'clock in the morning.

The French, their force conſiſting of twenty-ſix ſhips of the line, oppoſed to his Majeſty's fleet of twenty-five (the Audacious having parted company with the ſternmoſt ſhip of the enemy's line, captured in the night of the 28th), waited for the action, and ſuſtained the attack with their cuſtomary reſolution.

In leſs than an hour after the cloſe action commenced in the centre, the French Admiral, engaged by the Queen Charlotte,

Charlotte, crowded off, and was followed by moſt of the ſhips of his van in condition to carry ſail after him, leaving with us about ten or twelve of his crippled or totally diſmaſted ſhips, excluſive of one ſunk in the engagement.—The Queen Charlotte had then loſt her fore-topmaſt, and the main-topmaſt fell over the ſide very ſoon after.

The greater number of the other ſhips of the Britiſh fleet were at this time ſo much diſabled, or widely ſeparated, and under ſuch circumſtances with reſpect to thoſe ſhips of the enemy in a ſtate for action, and with which the firing was ſtill continued, that two or three, even of their diſmantled ſhips, attempting to get away under a ſprit-ſail ſingly, or ſmaller ſail raiſed on the ſtump of the fore-maſt, could not be detained.

Seven remained in our poſſeſſion, one of which, however, ſunk before the adequate aſſiſtance could be given to her crew, but many were ſaved.

The Brunſwick having loſt her mizen-maſt in the action, and drifted to leeward of the French retreating ſhips, was obliged to put away large to the northward from them. Not ſeeing her chaſed by the enemy, in that predicament I flatter myſelf ſhe may arrive in ſafety at Plymouth. All

 the

the other twenty-four ſhips of his Majeſty's fleet re-aſſembled later in the day; and I am preparing to return with them, as ſoon as the captured ſhips of the enemy are ſecured, for Spithead.

The material injury to his Majeſty's ſhips, I underſtand, is confined principally to their maſts and yards, which I conclude will be ſpeedily replaced.

I have not been yet able to collect regular accounts of the killed and wounded in the different ſhips. Captain Montagu is the only officer of his rank who fell in the action. The numbers of both deſcription, I hope, will prove ſmall, the nature of the ſervice conſidered; but I have the concern of being obliged to add on the ſame ſubject, that Admiral Graves has received a wound in the arm, and that Rear-Admirals Bowyer and Paſley, and Captain Hutt of the Queen, have each had a leg taken off; they are, however (I have the ſatisfaction to hear), in a favourable ſtate under thoſe misfortunes. In the captured ſhips the numbers of killed and wounded appear to be very conſiderable.

Though I ſhall have, on the ſubject of theſe different actions with the enemy, diſtinguiſhed examples hereafter to report, I preſume the determined bravery of the ſeveral ranks

ranks of officers and the ſhips companies employed under my authority, will have been already ſufficiently denoted by the effect of their ſpirited exertions; and, I truſt, I ſhall be excuſed poſtponing the more detailed narrative of the other tranſactions of the fleet thereon for being communicated at a future opportunity; more eſpecially as my firſt captain, Sir Roger Curtis, who is charged with this diſpatch, will be able to give the farther information the Lords Commiſſioners of the Admiralty may at this time require. It is incumbent on me, neverthele*ſ*s, now to add, that I am greatly indebted to him for his councils as well as conduct in every branch of my official duties; and I have ſimilar aſſiſtance, in the late occurences, to acknowledge of my ſecond captain, Sir Andrew Douglas.

I am, with great conſideration,

Sir,

Your moſt obedient Servant,

HOWE.

P. S. The names and force of the captured French ſhips, with the fleet, is tranſmitted herewith.

Liſt

The following are the RETURNS of the KILLED and WOUNDED on board His Majeſty's Ships in the Action with the French Fleet on the 29th and 30th of *May*, and of the 1ſt of *June*, 1794.

	Killed.		*Wounded.*		
	Seamen.	*Marines, Soldiers.*	*Seamen.*	*Marines, Soldiers.*	*Total.*
Cæſar	18	0	37	0	55
Bellerophon	3	1	26	1	31
Leviathan	10	0	32	1	43
Sovereign	11	3	39	5	58
Marlborough	24	5	76	14	119
Defence	14	4	29	10	57
Impregnable	7	0	24	0	31
Tremendous	2	1	6	2	11
Barfleur	8	1	22	3	34
Culloden	2	0	5	0	7
Invincible	9	5	21	10	45
Gibraltar	1	1	12	0	14
Queen Charlotte	13	1	24	5	43
Brunſwick	32	12	94	20	158
Valiant	1	1	5	4	11
Queen	30	6	57	10	103
Orion	5	0	20	4	29
Ramillies	2	0	7	0	9
Alfred	0	0	6	2	8
Ruſſel	7	1	24	2	34
Royal George	18	2	63	9	92
Montagu	4	0	13	0	17
Majeſtic	3	0	4	1	8
Glory	13	0	31	8	52
Thunderer	0	0	0	0	0
Audacious	4	0	18	0	22
Phaëton	3	0	4	0	7
Total	224	34	699	109	1098

NAMES

NAMES of the OFFICERS KILLED and WOUNDED on board His Majeſty's Ships.

KILLED.

Ships Names.	*Officers Names.*	*Qualities.*
Royal Sovereign,	Mr. W. Ivey,	Midſhipman.
Marlborough,	Abr. Nelſon,	Do.
Defence,	Wm. Webſter,	Maſter.
	John Fitzpatrick,	Boatſwain.
Impregnable,	David Caird,	Maſter.
Tremendous,	Francis Roſs,	1ſt Lieutenant.
Queen Charlotte,	R. Rawlence,	7th Do.
	John Neville,	Lieut. Queen's Regt.
Queen,	Wm. Mitchell,	Maſter.
Royal George,	George Heigham,	8th Lieut.
	John Hughes,	Midſhipman.
Montagu,	JAMES MONTAGU, Eſq.	Captain.
Glory,	Mr. Geo. Metcalfe,	Maſter.
	David Greig,	Midſhipman.
Brunſwick,	Alex. Saunders,	Capt. 29th Regt.
	Tho. Dalton,	Maſter's Mate.
	James Lucas,	Midſhipman.

Wounded

Wounded and unable to come to Quarters.

Ships Names.	*Officers Names.*	*Qualities.*
Bellerophon,	THOMAS PASLEY, Eſq.	R. Adm. of the White.
	——— Smith,	Capt. of Marines.
	Mr. Chapman,	Boatſwain.
Leviathan,	Glen,	Midſhipman,
Royal Sovereign,	THOMAS GRAVES, Eſq.	Admiral of the Blue.
	Mr. C. Money,	Captain of Marines.
	S. Mitchell,	Lieut. Do.
Marlborough,	Hon. GEO. BERKELEY,	Captain.
	Mr. A. Rudduck,	2d Lieutenant.
	M. Seymour,	5th Do.
	Fitzgerald,	Midſhipman.
	Shorland,	Do.
	Linthorne,	Do.
	Hon. Mr. Clarges,.	Do.
	Mr. M. Pardoe,	Maſter's Mate.
Defence,	J. Elliott,	Do.
	Boycolt,	Enſign Queen's Regt.
Impregnable,	W. Buller,	Lieutenant.
	Patterlo,	Boatſwain.
Barfleur,	GEORGE BOWYER, Eſq.	R. Adm. of the White.
	Mr. W. Prowſe,	6th Lieutenant.
	Fogo,	Midſhipman.
	Clemons,	Do.
Queen Charlotte,	J. Holland,	Do.

Ships Names.	*Officers Names.*	*Qualities.*
Queen,	J. HUTT, Efq.	Captain.
	Mr. Dawes,	2d Lieutenant.
	Lawrie,	6th Do.
	G. Aimes,	Acting Do.
	Kinneer,	Midfhipman.
Ruffel,	Stewart,	Do.
	Kelly,	Do.
	Douglas,	Boatfwain.
Royal George,	J. Ireland,	2d Lieutenant.
	J. Balmbrough,	Mafter.
	Boys,	Midfhipman.
	Pearce,	Do.
Montagu,	Hon. Mr. Bennett,	Do.
	Mr. J. Moore,	Do.
Brunfwick,	JOHN HARVEY, Efq.	Captain.
	Mr. Rowland Bevan,	Lieutenant.
	Hurdis,	Midfhipman.
	Harc. Vernon,	Enfign 29th Regt.
Culloden,	Triftom Whitter,	3d Lieutenant.
Invincible,	Wm. Whithurft,	Midfhipman.

The fecond Captain, Sir ANDREW DOUGLAS, of the Queen Charlotte, was wounded, but refumed his ftation on deck during the further continuance of the action on the 1ft of June.

Admiralty

Admiralty Office, June 21st, 1794.

A LETTER, of which the following is a copy, from the Admiral Earl Howe to Mr. Stephens, supplementary to his Lordship's letter on the 2d instant, published in the London Gazette Extraordinary of the 11th, was received late last night.

In the extract of the Journal herewith enclosed, the proceedings of the fleet are stated from the time of leaving St. Helen's, on the 2d of last month, to that of the first discovery of the French fleet on the 28th of the same. For the farther information of the Lords Commissioners of the Admiralty, I have now therefore to relate the subsequent transactions not already communicated in my dispatch of the 2d instant, to be delivered by my first captain, Sir Roger Curtis.

Early in the morning of the 28th, the enemy were discovered by the advanced frigates, far distant on the weather bow. The wind then fresh from the S. by W. with a very rough sea.

They came down, for ſome time, in a looſe order, ſeemingly unappriſed that they had the Britiſh fleet in view. After hauling to the wind when they came nearer, they were ſome hours before they could completely form in regular order of battle upon the ſtarboard tack; the Britiſh fleet continuing as before in the order of ſailing.

The time required for the enemy to perfect their diſpoſition, had facilitated the nearer approach of His Majeſty's fleet to them, and for the ſeparately appointed and detached part of it, commanded by Rear-Admiral Paſley, to be placed more advantageouſly for making an impreſſion on their rear.

The ſignals denoting that intention being made, the Rear-Admiral, near upon the cloſe of day, led his diviſion on with peculiar firmneſs, and attacked a three-decked ſhip (the Revolutionaire), the ſternmoſt in the enemy's line.

Making known ſoon after that he had a topmaſt diſabled, aſſiſtance was directed to be given to him in that ſituation. The quick approach of night only allowed me to obſerve, that Lord Hugh Seymour (Conway) in the Leviathan, with equal good judgment and determined courage, puſhed up along-ſide of a three-decked French ſhip, and was ſupported,

as it appeared, by Captain Parker, of the Audacious, in the moſt ſpirited manner.

The darkneſs which now prevailed did not admit of my making any more accurate obſervations on the conduct of thoſe ſhips and others concerned in the ſame ſervice; but I have ſince learnt, that the Leviathan ſtretched on farther a-head, for bringing the ſecond ſhip from the enemy's rear to action, as ſoon as her former ſtation could be occupied by a ſucceeding Britiſh ſhip; alſo, that the three-decked ſhip in the enemy's rear, as aforeſaid, being unſuſtained by their other ſhips, ſtruck to the Audacious, and that they parted company together ſoon after.

The two opponent fleets continued on the ſtarboard tack, in a parallel direction, the enemy ſtill to windward the remainder of the night. The Britiſh fleet appearing in the morning of the 29th, when in order of battle, to be far enough advanced for the ſhips in the van to make ſome farther impreſſion on the enemy's rear, was tacked in ſucceſſion with that intent.

The enemy wore hereupon from van to rear, and continued edging down in line a-head to engage the van of the Britiſh fleet; when arrived at ſuch diſtance as to be juſt

able

able to reach our moſt advanced ſhips, their headmoſt ſhips, as they came ſucceſſively into the wake of their reſpective ſeconds a-head, opened with that diſtant fire upon the headmoſt ſhips of the Britiſh van. The ſignal for paſſing through their line, made when the fleet tacked before, was then renewed.

It could not be for ſome time ſeen, through the fire from the two fleets in the van, to what extent that ſignal was complied with. But as the ſmoke at intervals diſperſed, it was obſerved that the Cæſar, the leading ſhip of the Britiſh van, after being about on the ſtarboard tack, and come a-breaſt of the Queen Charlotte, had not kept to tbe wind; and that the appointed movement would conſequently be liable to fail of the purpoſed effect.

The Queen Charlotte was therefore immediately tacked; and, followed by the Bellerophon, her ſecond a-ſtern (and ſoon after joined by the Leviathan), paſſed through in action between the fifth and ſixth ſhips in the rear of the enemy's line. She was put about again on the larboard tack forthwith, after the enemy, in preparation for renewing the action, with the advantage of that weathermoſt ſituation.

The

The reſt of the Britiſh fleet being at this time paſſing to leeward, and without the ſternmoſt ſhips moſtly of the French line, the enemy wore again to the eaſtward, in ſucceſſion, for ſuccouring the diſabled ſhips of their rear; which intention, by reaſon of the then diſunited ſtate of the fleet, and having no more than the two crippled ſhips, the Bellerophon and Leviathan, at that time near me, I was unable to obſtruct.

The enemy having ſucceeded in that operation, wore round again, after ſome diſtant cannonading of the neareſt Britiſh ſhips, occaſionally returned, and ſtood away in order of battle on the larboard tack, followed by the Britiſh fleet in the ſame order (but with the weather-gage retained), as ſoon as the ſhips coming forward to cloſe with the Queen Charlotte were ſuitably arranged.

The fleets remained ſeparated ſome few miles, in view at times on the intermiſſion of a thick fog, which laſted moſt part of the two next days.

The commander of a fleet, their Lordſhips know, is unavoidably ſo confined in his view of the occurrences in time of battle, as to be little capable of rendering perſonal teſtimony to the meritorious ſervice of officers who have profited,

fited, in a greater extent, by the opportunities to diſtinguiſh themſelves on ſuch occaſions.

To diſcharge this part of my public duty, reports were called for from the flag-officers of the fleet, for ſupplying the defects of my obſervance, under the limited circumſtances above mentioned. Thoſe officers, therefore, who have ſuch particular claim to my attention, are the Admirals Graves and Sir Alexander Hood; the Rear-Admirals Bowyer, Gardner, and Paſley; the Captains Lord Hugh Seymour, Pakenham, Berkeley, Gambier, John Harvey, Payne, Parker, Henry Harvey, Pringle, Duckworth, and Elphinſtone. Special notice is alſo due of the Captains Nichols of the Sovereign, and Hope of the Bellerophon, who became charged with, and well conducted, thoſe ſhips, when the wounded flag-officers, under whom they reſpectively ſerved therein, were no longer able to remain at their poſts; and the Lieutenants Monckton of the Marlborough, and Donnelly of the Montagu, in ſimilar ſituations. Theſe ſelections, however, ſhould not be conſtrued to the diſadvantage of other Commanders, who may have been equally deſerving of the approbation of the Lords Commiſſioners of the

the Admiralty, although I am not enabled to make a particular ſtatement of their merits.

To the reports from the flag-officers are added thoſe required from the ſeveral captains of the fleet; whereby their Lordſhips will become more particularly acquainted with the meritorious ſervices of the ſeveral commanders, and animated intrepidity of their ſubordinate officers and ſhips companies; to which the defeat of the enemy, with every advantage of ſituation and circumſtance in their favour, is truly to be aſcribed. To the like purport, I beg my teſtimony, in behalf of the officers and company of every deſcription in the Queen Charlotte, may be accepted.

A LIST
OF THE COMMISSIONED AND WARRANT
OFFICERS,
BELONGING TO THE SEVERAL
SHIPS IN THE LATE ENGAGEMENT,
ON THE FIRST OF JUNE, 1794,
UNDER THE COMMAND OF EARL HOWE.

FLAG-OFFICERS.

RIGHT HON. RICHARD EARL HOWE, Commander in Chief.

THOMAS GRAVES, Vice-Admiral of the Red.

SIR ALEXANDER HOOD, K. B. ditto.

GEORGE BOWYER, Rear-Admiral of the White.

BENJAMIN CALDWELL, ditto.

ALAN GARDNER, ditto.

THOMAS PASLEY, ditto.

SIR ROGER CURTIS, First Captain to the Commander in Chief.

QUEEN CHARLOTTE.

Names.	*Qualities.*
Sir Andrew S. Douglas,	Captain.
John Cochet, - - -	1ſt Lieutenant.
Thomas Larcom, - -	2d ditto.
Walter Lock, - -	3d ditto.
Richard Ruſdell, - -	4th ditto.
Bernard Hale, - - -	5th ditto.
Roger R. Rawlence *, -	6th ditto.
Henry Raper, - - -	7th ditto.
Richard Bagot, - -	8th ditto.
Edward Codrington, -	9th ditto.
James M'Farlane, - -	Acting ditto.
James Bowen, - -	Maſter.
John Iſaac, - - -	Capt. 2d Regt.
Robert Wilſon, - -	Boatſwain.
John Braid, - - -	Carpenter.
Daniel Martin, - -	Gunner.
Robert Marſh, - -	Purſer.
William Murray, - -	Surgeon.
Rev. William Pace, - -	Chaplain.
John Neville, - -	Lieut. 2d Regt.
James Tudor, - -	Enſign.
William M. Hopley, -	Admiral's Secr.
Peter Prieaux, - -	Pilot.

* Killed 29th May 1794.

ROYAL SOVEREIGN.

Names.	*Qualities.*
Henry Nichols, - -	Captain.
Peter M'Kellar, - -	1ſt Lieutenant.
George Bayne, - -	2d ditto.
William Fry, - -	3d ditto.
John Blake, - - -	4th ditto.
Matthew Buckle, - -	5th ditto.
Charles M. Stocker, - -	6th ditto.
John Conn, - -	7th ditto.
Geo. James Decœurdeaux, -	8th ditto.
John Kennedy, - -	Maſter.
George Johnſon, - -	Boatſwain.
Joſhua Peake, - -	Carpenter.
John Guerin, - - -	Gunner.
George Gefferina, - -	Purſer.
Alexander Young, - -	Surgeon.
Rev. John S. Foote, -	Chaplain.
Charles M. Berkeley, - -	Capt. Marines.
Stephen Mitchell, - -	Lieut. ditto.
Charles Allen, - - -	Ditto.

ROYAL GEORGE.

Names.	*Qualities.*
WILLIAM DOMETT, - -	Captain.
John Draper, - -	1ſt Lieutenant.
Thomas Ireland, - -	2d ditto.
John Bazeley, - -	3d ditto.
James Newman, - -	4th ditto.
Alexander Wilſon, -	5th ditto.
Henry Richard Glynn, -	6th ditto.
Archibald C. Dickſon, -	7th ditto.
George Heigham *, - -	8th ditto.
John Weſt, - -	9th ditto.
Edward S. Reynolds, - -	Junior ditto.
John Bamborough, -	Maſter.
James Hall, - - -	Boatſwain.
John Jacob, - -	Carpenter.
David Appleton, - -	Gunner.
John Henderſon, - -	Purſer.
Richard Shepherd, - -	Surgeon.
Rev. Philip Blundell, -	Chaplain.
Andrew Pilkington, - -	Lieut. Marines.
John Smith, - -	Ditto.

* Killed 29th May 1794.

BARFLEUR.

Names.	*Qualities.*
CUTHBERT COLLINGWOOD,	Captain.
Adrian Renou, - -	1ſt Lieutenant.
George Davey, - -	3d ditto.
Robert Lambert, - -	4th ditto.
John Mortimer, - -	5th ditto.
William Prowſe, - -	6th ditto.
George Fowke, - -	7th ditto.
Henry Carew, - - -	8th ditto.
Robert Young, - -	9th ditto.
Thomas Fennel, - -	Junior ditto.
William Price, - -	Maſter.
William Ireland, - -	Boatſwain.
William Strong, - -	Carpenter.
John Churchward, - -	Gunner.
Edward Bate, - -	Purſer.
John Heath, - - -	Surgeon.
Richard Thomas, - -	Admiral's Secr.
Rev. Thomas Davis, - -	Chaplain.
James Richardſon, - -	Lieut. 69th Regt.
Conway Welſh, - -	Enſign ditto.

IMPREGNABLE.

Names.	*Qualities.*
George B. Westcott, -	Captain.
William Burgeſs, - -	1ſt Lieutenant.
George Luke, - - -	2d ditto.
Digrey Facey, - -	3d ditto.
John Ruſſell, - - -	4th ditto.
Richard Byron, - -	5th ditto.
Robert Watkin Otway, -	6th ditto.
William Shirley, - -	7th ditto.
William Buller, - -	8th ditto.
Theophilus Garencieres,	9th ditto.
David Caird, - - -	Maſter.
David Patullo, - -	Boatſwain.
Robert Smith, - -	Carpenter.
Thomas M'Lean, - -	Gunner.
John Heron, - - -	Purſer.
William Wallis, - -	Surgeon.
Rev. Dr. R. Caddick, -	Chaplain.
Archibald M'Lean, -	Admiral's Secr.
George James Proſſer, -	Capt. Marines.
Nicholas Croad, - -	Lieut. ditto.
John Hebrington, - -	Ditto.

QUEEN.

Names.	*Qualities.*
John Hutt *, - -	Captain.
William Bedford, - -	1ſt Lieutenant †.
Richard Dawes, - -	2d ditto.
Samuel James Ballard, -	3d ditto.
John Miller, - -	4th ditto.
Robert Lawrie, - -	5th ditto.
John Wainwright, -	6th ditto.
Aſkew Hollis, - - -	7th ditto.
John M. Lewis, - -	8th ditto.
William Mitchell ‡, - -	Maſter.
Gilbert Bryce, - -	Acting ditto.
James Kellock, - -	Boatſwain.
William Criſpin, - -	Carpenter.
Henry Gillis, - - -	Gunner.
George Grant, - -	Purſer and Secr.
Alexander Browne, - -	Surgeon.
Rev. John Jeans, - -	Chaplain.
Thomas Colby, - -	Capt. Marines.
Frederick Leardet, -	Lieut. ditto.
Edward Parke, - -	Ditto.

* Wounded 29th May. † Acting Captain on the 1ſt of June.

‡ Killed 29th May 1794.

BELLEROPHON.

Names.	*Qualities.*
William Hope, - -	Captain.
George Burlton, - -	1ſt Lieutenant.
Robert Savage Daniel, -	2d ditto.
Philip William Saunders,	3d ditto.
Prim. Ogilvie, - - -	4th ditto.
Henry Waterhouſe, -	5th ditto.
George Scott, - - -	6th ditto.
John Urquhart, - -	Maſter.
James Chapman, - -	Boatſwain.
John Brooks, - -	Carpenter.
John Hindmarſh, - -	Gunner.
Thomas Fargher, -	Surgeon.
William Goddard, - -	Purſer.
Rev. John Freſſiticque, -	Chaplain.
John Richardſon, - -	Pilot.
Walter Smith, - -	Capt. Marines.
Samuel Forſhall, - -	Lieut. ditto.
Richard Gamble, - -	Ditto.

TREMENDOUS.

Names.	*Qualities.*
James Pigott, - -	Captain.
Francis Rofs, - -	1ft Lieutenant.
Thomas W. Clayton, - -	2d ditto.
John M. Halfted, - -	3d ditto.
Henry Duncan, - -	4th ditto.
Francis Ruffel, - -	5th ditto.
William Lloyd, - -	Mafter.
Anias Aiken, - -	Boatfwain.
Thomas Pike, - - -	Carpenter.
John Pettet, - -	Gunner.
William Maude, - -	Purfer.
Alexander Dods, - -	Surgeon.
Rev. Robert Bruce, - -	Chaplain.
Duncan Campbell, -	Lieut. Col. Mar.
John Simpfon, - -	Lieutenant ditto.
Samuel Claperton, -	Ditto.

GIBRALTAR.

Names.	*Qualities.*
Thomas Mackenzie, -	Captain.
John Marſh, - -	1ſt Lieutenant.
John Burrowes, - -	2d ditto.
Francis Lloyd, - -	3d ditto.
John Smollett Rouet, -	4th ditto.
Daniel Routhwell, -	5th ditto.
Peter Salmond, - -	Maſter.
John Mules, - -	Boatſwain.
Richard Spry, - - -	Carpenter.
Thomas Kilburne, -	Gunner.
Richard Parke, - -	Purſer.
George Smyth, - -	Surgeon.
Rev. Alexander H. Hemphill,	Chaplain.
James Alexander Ferguſon,	Enſ. 25th Regt.
Frederick Gibbs, - -	Ditto.

VALIANT.

Names.	*Qualities.*
THOMAS PRINGLE, -	Captain.
George Rice, - - -	1ſt Lieutenant.
John Gardiner, - -	2d ditto.
John Steven, - - -	3d ditto.
Auguſtus Brine, - -	4th ditto.
William Hicks, - -	5th ditto.
John Ruſſel, - -	Maſter.
John Kelly, - - -	Boatſwain.
Robert Gillett, - -	Carpenter.
George M'Lellan, - -	Surgeon.
Robert Moncreiffe, - -	Capt. Marines.
Henry Cox, - -	Lieut. ditto.
George Jones, - - -	Ditto.

RAMILLIES.

Names.	*Qualities.*
HENRY HARVEY, -	Captain.
Joſeph Eyles, - - -	1ſt Lieutenant.
John Ides Short, - -	2d ditto.
James Blake, - - -	3d ditto.
Samuel Warren, - -	4th ditto.
Charles Bullen, - -	5th ditto.
Alexander M'Loud, -	Maſter.
Paſcho Haſkins, - -	Boatſwain.
James Clevely, - -	Carpenter.
James Palmer, - -	Gunner.
Chriſtopher Kane, -	Purſer.
John Plumpton, - -	Surgeon.
Rev. Hugh Thomas, -	Chaplain.
James Monſell, - -	Lieut. 29th Regt.
George Dalmer, - -	Enſign ditto.

BRUNSWICK.

Names.	*Qualities.*
JOHN HARVEY, - -	Captain.
William Edward Cacraft,	1ſt Lieutenant.
Rowland Bevan, - -	2d ditto.
William Gage Kemble, -	3d ditto.
Charles F. Wintour, -	4th ditto.
George A. Spencer, -	Acting ditto.
George Stewart, - -	Maſter.
John Bridgman, - -	Boatſwain.
Samuel Treleaven, - -	Gunner.
William Yelland, - -	Carpenter.
Robert Forreſt, - -	Surgeon.
Francis Graham, - -	Purſer.
Rev. William Griffith, -	Chaplain.
Alexander Saunders, -	Capt. 29th Regt.
Cernon Harcourt, - -	Enſign ditto.

AUDACIOUS.

Names.	*Qualities.*
WILLIAM PARKER, -	Captain.
Joſeph Bingham, - -	2d Lieutenant.
King Chambers, - -	3d ditto.
Robert Buſtard, - -	4th ditto.
George Strangways, -	5th ditto.
Robert Loutheau, - -	Maſter.
James Lew, - - -	Boatſwain.
Henry Tuckneſs, - -	Carpenter.
Chriſtopher Font, -	Gunner.
Robert Melville, - -	Surgeon.
Hezekiah Hargood, -	Purſer.
Rev. Jeffery Holland, - -	Chaplain.
Hyacinth Crofton, -	Lieut. Marines.

ALFRED.

Names.	*Qualities.*
John Bazely,	Captain.
John Cheſshyre,	1ſt Lieutenant.
Richard Dechamp,	2d ditto.
Thomas Hall,	3d ditto.
William Huggett,	4th ditto.
James Watſon,	5th ditto.
Thomas Love,	Maſter.
James Peacock,	Boatſwain.
William James Pugh,	Carpenter.
William Hillier,	Gunner.
Joſeph Webb,	Purſer.
John Birtwhiſtle,	Surgeon.
Rev. Thomas Morgan,	Chaplain.
Robert Harriſon,	Lieut. 29th Regt.
John Tucker,	Ditto.

DEFENCE.

Names.	*Qualities.*
JAMES GAMBIER, - -	Captain.
John Larkan, - -	1ſt Lieutenant.
John Dixon, - - -	2d ditto.
Thomas Twiſden, -	3d ditto.
Alexander Becher, - -	4th ditto.
William Roberts, - -	5th ditto.
William Webſter, - -	Maſter.
John Fitzpatrick, - -	Boatſwain.
William Bluck, - -	Carpenter.
John Bewick, - -	Gunner.
James Henry Simmonds, -	Purſer.
James Malcolm, - -	Surgeon.
Rev. William Hawtayne, -	Chaplain.
Charles Baycott, - -	Enſign 2d Regt.
John Marriett, - -	Pilot.

LEVIATHAN.

Names.	*Qualities.*
LORD HUGH SEYMOUR, -	Captain.
Robert Larkan, - -	1ſt Lieutenant.
Samuel George Warner, -	2d ditto.
John Seater, - -	3d ditto.
Cornelius Quinton, - -	4th ditto.
Francis John Nott, -	5th ditto.
James Park, - - -	Maſter.
Thomas Bakie, - -	Boatſwain.
William Haſwell, - -	Carpenter.
Thomas O'Brien, - -	Gunner.
Abraham N. Yates, - -	Purſer.
Charles Boveard, - -	Surgeon.
Rev. William Stephens, -	Chaplain.
Thomas Lewis, - -	Capt. Marines.
James Maxwell, - -	Lieut. ditto.

CÆSAR.

Names.	*Qualities.*
ANTH. JAMES PYE MOLLOY,	Captain.
John Whitby, - -	1ſt Lieutenant.
Edward Ster. Dickſon, -	2d ditto.
Thomas Pye Bennett, -	3d ditto.
Nathaniel Charles Jones, -	4th ditto.
James Cleverly, - -	5th ditto.
John M. Ebden, - -	6th ditto.
Edward Hodder, - -	7th ditto.
John Luckey, - - -	Maſter.
John Shaw, - -	Boatſwain.
William Holmes, - -	Carpenter.
John Filmore, - -	Gunner.
Edward Eilbeck, - -	Purſer.
Thomas Leeds, - -	Surgeon.
Rev. Robert Bingham, -	Chaplain.
Joſeph Duffield, - -	Capt. Marines.
Benjamin Dickenſon, -	Lieut. ditto.
Thomas Hopper, -	Ditto.

INVINCIBLE.

Names.	*Qualities.*
HON. THOMAS PACKENHAM,	Captain.
Henry Blackwood, - -	1st Lieutenant.
William M'Guire, -	2d ditto.
Mar. Samuel Hill, - -	3d ditto.
Hector M'Lean, - -	4th ditto.
William Hamline, - -	5th ditto.
William Long, - -	Master.
Jeremiah M'Namara, -	Boatswain.
Thomas Powell, - -	Carpenter.
Charles Gatten, - -	Gunner.
John Harmar, - -	Purser.
Thomas Kenning, - -	Surgeon.
Rev. Arthur M'Guire, -	Chaplain.
James Cassel, - - -	Capt. Marines.
Alexander M'Kenzie, -	Lieut. ditto.
Thomas Peers, - -	Ditto.

ORION.

Names.	*Qualities.*
JOHN THOMAS DUCKWORTH,	Captain.
Roger Mears, - -	1ſt Lieutenant.
John Scott, - - -	2d ditto.
Chriſtopher Neville, -	3d ditto.
Charles Tinling, - -	4th ditto.
Edward Manly, - -	5th ditto.
John Hunter, - -	Maſter.
Alexander Cowey, - -	Boatſwain.
William Jeffery, - -	Carpenter.
William Brown, - -	Gunner.
William Tireman, -	Purſer.
William Pattiſon, - -	Surgeon.
Rev. Edward Holliday, -	Chaplain.
Philip Hubert, - -	Pilot.
George Dyer, - -	Capt. Marines.
Palmer Weſtropp, - -	Lieut. ditto.
William Branſon, - -	Ditto.

RUSSEL.

Names.	*Qualities.*
John Willet Payne, -	Captain.
Henry Vaughan, - -	1ſt Lieutenant.
Thomas Harriſon, - -	2d ditto.
James Manwaring, -	3d ditto.
John Hurſt, - - -	4th ditto.
George Steel, - -	5th ditto.
Edward Barker, - -	Maſter.
John Douglas, - -	Boatſwain.
Samuel Lawford, - -	Carpenter.
James Manning, - -	Gunner.
John Smith, - - -	Purſer.
Joſeph Stephenſon, -	Surgeon.
Jean Blandfield, - -	Pilot.
John Lewis Evelegh, - -	Lieut. 2d Regt.
Frederick P. Delme, -	Ditto.

MONTAGU.

Names.	*Qualities.*
JAMES MONTAGU, - -	Captain.
Roſs Donnelly, - -	1ſt Lieutenant.
George Samuel Harris, -	2d ditto.
William Green, - -	3d ditto.
William Birchall, - -	4th ditto.
John Innes, - - -	5th ditto.
Spencer Smyth, - -	Maſter.
John Hudſon, - -	Boatſwain.
Alexander Henderſon, -	Gunner.
Simon Brown, - -	Carpenter.
James Robinſon, - -	Purſer.
Samuel M'Clure, - -	Surgeon.
Rev. Charles M'Carthy, -	Chaplain.
Robert Anderſon, - -	Capt. Marines.
Charles Lewis, - -	Lieut. ditto.
William Katon, - -	Ditto.

MAJESTIC.

Names.	*Qualities.*
Charles Cotton, -	Captain,
Chapman Jacobs, - -	1ſt Lieutenant.
John Thorn, - -	2d ditto.
Bonamy Bradby, - -	3d ditto.
John Treſahar, - -	4th ditto.
William Butterfield, - -	5th ditto.
Andrew Tracey, - -	Maſter.
William Orr, - - -	Boatſwain.
Richard Tamplin, - -	Carpenter.
David Murdoch, - -	Gunner.
John C. Manger, - -	Purſer.
Leonard Gilleſpie, - -	Surgeon.
Charles L. Forch, - -	Capt. 2d Regt.
John Kingſbury, - -	Lieut. ditto.
Henry Harriſon, - -	Enſign ditto.

MARLBOROUGH.

Names.	*Qualities.*
HON. GEORGE BERKELEY,	Captain.
John Monkton, - -	1ſt Lieutenant.
Alexander Ruddoch, -	2d ditto.
Andrew Sproule, - -	3d ditto.
James Alms, - -	4th ditto.
Michael Seymour, - -	5th ditto.
Daniel Stewart, - -	Maſter.
John Minikin, - -	Boatſwain.
Nicholas Bennett, - -	Carpenter.
William Mitchell, - -	Gunner.
Richard Farquharſon, -	Purſer.
Thomas Remney, - -	Surgeon.
Rev. John Harris, - -	Chaplain.
James Lyon, - - -	Lieut. Marines.

GLORY.

Names.	*Qualities.*
John Elphinstone, -	Captain.
William Ogilvie, - -	1ſt Lieutenant.
Andrew Todd, - -	2d ditto.
Edward Ramage, - -	3d ditto.
John Turner, - -	4th ditto.
Thomas Alexander, - -	5th ditto.
William Bainbridge. -	6th ditto.
Peter Ribouleau, - -	7th ditto.
Daniel Oliver Guyon, -	8th ditto.
Gregory Metcalfe, - -	Maſter.
George Roſs, - -	Boatſwain.
Ruſſel White, - - -	Carpenter.
Benjamin Evans, - -	Gunner.
Charles Lowry, - -	Purſer.
Peter Smith, - -	Surgeon.
William Jacques, - -	Capt. 29th Regt.
Patrick Henderſon, -	Enſign ditto.

CULLODEN.

Names.	*Qualities.*
ISAAC SCHOMBERG, -	Captain.
Edward Rotheram, - -	1st Lieutenant.
Samuel Sutton, - -	2d ditto.
Triſtram Whitter, - -	3d ditto.
John A. Griffiths, -	4th ditto.
Digby Willoughby, - -	5th ditto.
Edward Loud, - - -	Maſter.
Henry Young, - -	Boatſwain.
Thomas Dickes, - -	Carpenter.
William Simpſon, - -	Gunner.
Brin. Sy. Oliver, - -	Purſer.
Robert Ramſey, - -	Surgeon.
William Henvill, - -	Capt. Marines.
Hugh Holland, - -	Lieut. ditto.
George A. Livingſton, -	Ditto.

THUNDERER.

Names.	*Qualities.*
Albemarle Bertie, -	Captain.
Joſeph Larcom, - -	1ſt Lieutenant.
Abraham Willes, - -	2d ditto.
John William Spranger,	3d ditto.
Thomas B. Young, - -	4th ditto.
John Derns, - -	Acting ditto.
Bartholomew Jackſon, -	Maſter.
William Neil, - -	Boatſwain.
William Caught, - -	Carpenter.
George Gray, - -	Gunner.
George Fennel, - -	Purſer.
Primroſe Blair, - -	Surgeon.
Rev. John C. Weſtcott, -	Chaplain.
Charles B. Egerton, -	Lieut. Marines.

PHAETON.

Names.		*Qualities.*
WILLIAM BENTINCK,	-	Captain.
Edward Fellowes,	-	1ſt Lieutenant.
John Naſh,	- - -	2d ditto.
John Forfar,	- -	3d ditto.
William Bruce,	- -	Maſter.
Thomas Little,	- -	Boatſwain.
Joſeph Reynolds,	- -	Carpenter.
John Auſtin,	- -	Gunner.
George Chen. Grout,	-	Purſer.
Andrew Baird,	- -	Surgeon.
Abraham John Tregent,	-	Lieut. Marines.
John Floch,	- - -	Pilot.

LATONA.

Names.	*Qualities.*
Edward Thornborough,	Captain.
Robert Lloyd, - -	1ſt Lieutenant.
David Colby, - - -	2d ditto.
Stephen William Hickman,	3d ditto.
Donald Trail, - - -	Maſter.
Andrew White, - -	Boatſwain.
John Loney, - - -	Carpenter.
Benjamin Holmes, -	Gunner.
John N. Salt, - - -	Purſer.
James Turkington, -	Surgeon.
Richard Thompſon, - -	Lieut. Marines.
Samuel Dellerob, -	Pilot.

NIGER.

Names.	*Qualities.*
HON. ARTHUR KAYE LEGGE,	Captain.
James Walker, - -	1ſt Lieutenant.
Richard Car. Corne, -	2d ditto.
David Wilmot, - -	3d ditto.
John Lewis, - -	Maſter.
James Williams, - -	Boatſwain.
John Walſh, - -	Gunner.
John Claypitt, - - -	Carpenter.
George Harris, - -	Purſer.
Robert Kirkwood, - -	Surgeon.
Edward Charles Hornby,	Lieut. Marines.

SOUTHAMPTON.

Names.		*Qualities.*
Hon. Robert Forbes,	-	Captain.
Adam M'Kenzie, -	-	1ſt Lieutenant.
George Aldham, -	-	2d ditto.
William Gatehouſe,	-	3d ditto.
Robert Law, - -	-	Maſter.
Iſaac Harriſon, -	-	Boatſwain.
Edward Hogben, -	-	Carpenter.
Edward Whitehead,	-	Gunner.
William Dawſon, -	-	Purſer.
George Michie, -	-	Surgeon.
Archibald Campbell, -	-	Lieut. Marines.

VENUS.

Names.	*Qualities.*
William Brown, -	Captain.
George Tilſon, - -	1ſt Lieutenant.
Thomas Innes, - -	2d ditto.
John Warren, - - -	3d ditto.
William Banks, - -	Maſter.
John Williams, - -	Boatſwain.
Samuel Battars, - -	Carpenter.
John Knowles, - -	Gunner.
Richard Bromley, -	Purſer.
John Buchan, - - -	Surgeon.
John Loddington, -	Lieut. Marines.

AQUILON.

Names.	*Qualities.*
Hon. Robert Stopford,	Captain.
John Eaton, - - -	1ſt Lieutenant.
Charles Lindſay, - -	2d ditto.
James Hilliar, - - -	3d ditto.
Edward Kirby, - -	Maſter.
Richard Reely, - -	Boatſwain.
Edward Carey, - -	Carpenter.
William Long, - -	Gunner.
Edward Stephens, -	Purſer.
Robert Harris, - -	Surgeon.
William M'Combe, -	Lieut. Marines.

PEGASUS.

Names.	*Qualities.*
Robert Barlow, - -	Captain.
Stephen Seymour, -	1ſt Lieutenant.
Edward L. Gower, - -	2d ditto.
David Wallace, - -	Acting Maſter.
John Levens, - - -	Boatſwain.
James Skellicom, - -	Carpenter.
Henry Glen, - - -	Gunner.
William Fuller, - -	Surgeon.
Thomas R. Spearman, -	Purſer.

CHARON, Hoſpital-Ship.

Names.	*Qualities.*
George Countess, - -	Captain.
George Sayer, - -	1ſt Lieutenant.
John Newhouſe, - -	2d ditto.
Peter Diſſiou, - -	Maſter.
William Symes, - -	Boatſwain.
Dennis Iſaac, - -	Carpenter.
Thomas Shaw, - -	Gunner.
Edward White, - -	Purſer.
William J. Warner, - -	Surgeon.

Dr. Thomas Trotter, Phyſician to the Fleet.

COMET, Fire-Ship.

Names.	*Qualities.*
WILLIAM BRADLEY, -	Captain.
John Edwards, - -	1ſt Lieutenant.
Henry G. Guion, - -	2d ditto.
Philip Mead, - -	Maſter.
John Leverick, - -	Boatſwain.
James Symons, - -	Carpenter.
William Hinton, - -	Gunner.
Robert Carruthers, -	Acting Surgeon.

INCENDIARY, Fire-Ship.

JOHN COOK, (1) - -	Captain.
Andrew Smith, - -	1ſt Lieutenant.
F. V. Vernon, - -	2d ditto.
Robert Peart, - - -	Maſter.
Robert Taylor, - -	Carpenter.
John Couſins, - - -	Gunner.

KING'S FISHER, Sloop of War.

Names.	*Qualities.*
T. L. M. GOSSELIN, -	Captain.
William Lloyd, - -	1ſt Lieutenant.
Michael Holme, - -	2d ditto.

RATTLER, Cutter.

Lieutenant JOHN WINNE, Commander.

RANGER, Cutter.

Lieutenant C. COTGRAVE, Commander.

*FLAGS * worn on the 1st of June,* 1794.

QUEEN CHARLOTTE, -	Union at the Main.
ROYAL SOVEREIGN, -	White at the Main.
ROYAL GEORGE, - -	Blue at the Main.
BARFLEUR, - - -	Red at the Fore.
IMPREGNABLE, - -	White at the Fore.
QUEEN, - - -	Blue at the Fore.
BELLEROPHON, - -	White at the Mizen.

* By order of the Commander in Chief, the fleet on the 1st of June carried RED ENSIGNS.

RESOLUTION OF THANKS,

OF THE

LORDS AND COMMONS,

TO

ADMIRAL EARL HOWE,

AND TO THE

ADMIRALS, OFFICERS, SEAMEN, MARINES, AND SOLDIERS, OF THE BRITISH FLEET UNDER HIS COMMAND,

FOR THE BRILLIANT AND DECISIVE VICTORY OBTAINED OVER THE FRENCH FLEET, ON THE FIRST OF JUNE, 1794.

HOUSE OF LORDS.

Die Veneris, 13° *Junii,* 1794.

RESOLVED, NEMINE DISSENT.

THAT the Thanks of this Houſe be given to Admiral Earl HOWE, for his able and gallant conduct in the moſt brilliant and deciſive Victory obtained over the French Fleet, on the 1ſt day of June inſtant, by the Fleet under his command.

RESOLVED, NEMINE DISSENT.

That the Thanks of this Houſe be given to Admiral GRAVES, Admiral Sir ALEXANDER HOOD, Knight of the moſt

*M honourable

honourable order of the Bath, Rear Admiral BOWYER, Rear Admiral CALDWELL, Rear Admiral GARDNER, Rear Admiral PASLEY, and Sir ROGER CURTIS, Knight, and to the ſeveral Captains and Officers of the Fleet under the command of Admiral Earl HOWE, for their bravery and gallant conduct on the ſaid moſt glorious occaſion, and that Admiral Earl HOWE do ſignify the ſame to them.

RESOLVED, NEMINE DISSENT.

That this Houſe doth highly approve of, and acknowledge, the ſervices of the Seamen, Marines, and Soldiers, on board the Ships under the command of Admiral Earl HOWE, in the late glorious Victory over the French Fleet; and that the Captains of the ſeveral Ships do ſignify the ſame to their reſpective Crews, and do thank them for their gallant behaviour.

ORDERED,

That the Chancellor do communicate the Thanks of this Houſe to the Earl HOWE, and do tranſmit the ſaid other Reſolutions to Admiral Earl HOWE.

LORD

LORD HOWE'S ANSWER.

The Queen Charlotte, at Spithead,
18th June, 1794.

MY LORD,

ACKNOWLEDGING my obligations, in reſpect of the very flattering terms in which your Lordſhip has been pleaſed to make known to me the highly-eſteemed honour conferred upon me, by the unanimous Reſolution of Thanks of the Houſe of Lords, ſignified in your letter of the 14th inſtant, I am to intreat that you will have the further goodneſs to aſſure their Lordſhips of the deep impreſſion I ſhall ever retain of their condeſcending notice.

The merit I would aſſume on this occaſion conſiſts in my good fortune, inaſmuch as I held the chief command, when ſo many reſolute principal and ſubordinate Officers, as well as brave men, ſerving under their orders, were employed at that time in the Fleet. And I muſt add, that if there is cauſe for triumph in the late defeat of the enemy at ſea, it is truly the triumph of Britiſh Sailors, whoſe animated and perſevering courage, I believe, has in no

 inſtance

inſtance ever been exceeded. I ſhall therefore have a great increaſe of happineſs in obeying the commands of the Houſe of Lords, by communicating to thoſe ſeveral deſcriptions of perſons the ſenſe their Lordſhips have deigned to expreſs of their good conduct.

I have the honour to remain,
With the greateſt reſpect,
My Lord,
Your Lordſhip's moſt obedient humble ſervant,

HOWE.

TO THE RIGHT HONOURABLE THE
LORD HIGH CHANCELLOR OF GREAT BRITAIN.

HOUSE

HOUSE OF COMMONS.

16° *Die Junii*, 1794.

RESOLVED, NEMINE CONTRADICENTE,

THAT the Thanks of this Houſe be given to Admiral Earl HOWE, for his able and gallant conduct in the moſt brilliant and deciſive Victory obtained over the French Fleet, on the 1ſt day of this inſtant June, by the Fleet under his command.

RESOLVED, NEMINE CONTRADICENTE,

That the Thanks of this Houſe be given to Admiral GRAVES, Admiral Sir ALEXANDER HOOD, Knight of the moſt honourable order of the Bath, Rear Admiral BOWYER; Rear Admiral CALDWELL, Rear Admiral GARDNER, Rear Admiral PASLEY, and Sir ROGER CURTIS, Knight, and to the ſeveral Captains and Officers of the Fleet under the command of Admiral Earl HOWE, for their bravery and gallant conduct, on the ſaid moſt glorious occaſion; and that Admiral Earl HOWE do ſignify the ſame to them.

RESOLVED, NEMINE CONTRADICENTE,

That this Houſe doth highly approve of, and acknowledge, the Services of the Seamen, Marines, and Soldiers,

on

on board the Ships under the command of Admiral Earl Howe, in the late glorious Victory over the French Fleet; and that the Captains of the ſeveral Ships do ſignify the ſame to their reſpective Crews, and do thank them for their gallant behaviour.

ORDERED,

That Mr. Speaker do ſignify the ſaid Reſolutions to Admiral Earl Howe.

RESOLVED, NEMINE CONTRADICENTE,

That an humble Addreſs be preſented to his Majeſty, humbly deſiring that his Majeſty will be pleaſed to give directions, that a Monument be erected in the Collegiate Church of Saint Peter's, Weſtminſter, to the memory of Captain James Montagu, of his Majeſty's Ship Montagu, who fell glorioufly in the naval engagement of the 1ſt of June, when a deciſive victory was obtained by Admiral Earl Howe over the French Fleet; and to aſſure his Majeſty, that this Houſe will make good the expence attending the ſame.

ORDERED,

ORDERED,

That the ſaid Addreſs be preſented to his Majeſty, by ſuch members of this Houſe as are of his Majeſty's moſt honourable Privy Council.

LORD HOWE'S ANSWER.

The Queen Charlotte, at Spithead,
21ſt June, 1794.

SIR,

FAVOURED with your letter of the 17th, and the communication of the Reſolutions of the Houſe of Commons on the happy event of the late actions between his Majeſty's Ships under my command, and the Breſt Fleet, I am to requeſt you will have the goodneſs to aſſure the Houſe of the moſt ſenſible impreſſion I ſhall ever retain of the honour thereby conferred upon me: from which conviction, that earneſt endeavours may thus, in the indulgent ſentiments of the Houſe, obtain the applauſe due to eminent ſervices, great encouragement will naturally reſult for exciting future Naval Commanders to merit ſuch teſtimonies of approbation.

The

The appointment of the Houſe to make thoſe Reſolutions known which regard the commendable exertions of the Admirals, Captains, inferior Officers, Seamen, and Soldiers, of the Fleet, will be conformed to without delay.

I am further to intreat that you, Sir, will be pleaſed to accept of my very grateful thanks for the obliging terms in which you have ſignified thoſe declarations of the Houſe to me; and that you will be perſuaded of the great reſpect with which

I have the honour to remain,

Sir,

Your moſt obedient

and moſt humble Servant,

HOWE.

TO THE RIGHT HONOURABLE THE

SPEAKER OF THE HOUSE OF COMMONS.

APPENDIX.

MR. DE POGGI flatters himſelf that it will add to the ſatisfaction of the Readers of the preceding Narrative, to find in this Appendix a Liſt of the Naval Forces which the French Convention had thought neceſſary to collect and equip for the moſt effectual protection of the important Convoy that was to, and actually did, ſail from the Cheſapeak Bay, on the 14th of April 1794. The informations that make the ſubject of this Appendix are either the reſult of official public accounts, or of private obſervations from ſome of the moſt accurate and intelligent Officers in the French Fleet, of which Mr. De Poggi has found means to avail himſelf, for a fuller hiſtorical detail of all the circumſtances that either preceded, attended, or followed, the MEMORABLE and GLORIOUS FIRST OF JUNE.

WITH THE CONVOY,

	Guns.	
La Tigre - - -	74	Admiral Vanstabel.
Le Jean-Bart - -	74	
Frigates.		
L'Unite, - - -	36	
La Semillante -	36	
La Mouche, Brig -	28	

and three Corvettes.

On the 6th of May, a ſquadron of five ſail of the line was ſent from Rochefort, under the command of Admiral Nielly, in order to form a junction with Admiral Vanstabel, and the Convoy, in the latitude of 47—48 degrees, and 15—17 degrees longitude, conſiſting of

Ships.	*Guns.*	*Frigates.*	*Guns.*
Le Sans Pareil	80	La Galathée - -	36
Le Temeraire -	74	La Sufiſante - -	36 } *
Le Trajan - -	74	La Thetis - -	36 } *
Le Patriote - -	74	La Nayade - -	32
L'Audacieux -	74	Le Maire-guiton	20

And four Corvettes.

* Towed the Revolutionaire into Rochefort.

Le

Le 27 Floréal (16th of May), 1794, the grand fleet of France, under the command of Admiral VILLARET, ſailed from Breſt, conſiſting of the following ſhips:

ORDRE DE BATAILLE NATUREL,

D'ou derive l'Ordre de Marche ſur Trois Colonnes.

Escadre.			Division.
2eme.	Le Brutus Le Courrier	L'America Le Revolutionaire Le Gaſparin	2eme.
	La Tamiſe L'Athalante La Diligente	L'Indomptable Le Terrible L'Impetueux	1ere.
	La Gentille Le Jean Barte	Le Mucius L'Eole Le Tourville	3eme.
1ere.	L'Inſurgente	Le Pelletier Le Tirannicide	2eme.
	La Seine La Surpriſe La Proſerpine	Le Juſte La Montagne Le Jacobin	1ere.
	La Societé Populaire	L'Achille Le Vengeur Le Northumberland	3eme.
3eme.	La Précieuſe	L'Entreprenant Le Neptune Le Gemmape	2eme.
	La Mutine La Bellone	Le Montblanc La Convention Le Republicain	1ere.
	Le Furet	Le Scipion Le Montagnard	3eme.

Rencontrés en Mer les ſuivants:

Le 30 *Floréal* (19th May)
Le Patriote.

Le 10 *Praireal* (29th May)
L'Audacieux

à $8^{h}\frac{3}{4}$ P. M.
Le Trente-un Mai

Le 11 *Praireal* (30th May)
Le Sanſpareil
Le Trajan
Le Téméraire

On the 24th of May the Cancalle ſquadron, commanded by Admiral Cornice, was waiting for orders in Bertheaume Sound; and conſiſted of

Ships.	*Guns.*	*Corvettes.*	*Guns.*
Le Neſtor -	74	Le Zélé Raze	22
Le Suffren - -	74	Le Brave Raze	20
L'Aquilon -	74	Le Scævola -	20
Le Superbe - -	74		
Le Trente-un Mai	74		
La Revolution -	74		
L'Unité - -	36		

To theſe were added, from Breſt and Rochefort,

Ships.	*Guns.*	*Frigates.*	*Guns.*
Le Majeſtueux	110	La Carmagnole	38
Le Caton	80	La Reſolue -	36
Le Marat -	74	La Driade -	32
		La Felicité -	32

Admiral Vanstabel, while cruiſing off the Bay, was reinforced by one ſhip of the line and three frigates.

Six

Six line of battle ſhips, and ſeveral frigates, formed into two ſmall flying ſquadrons, were cruizing in the latitude of 46—47 degrees, and 7—9 degrees longitude, off Cape Ortegal, in order to bring in the Convoy, had it been obliged to run ſo far South of the latitude of L'Orient.

Forty-eight Line of Battle ſhips, and above Sixty Frigates, from 44 to 20 guns, beſides corvettes, were employed on the arduous and difficult duty of protecting and bringing into port this valuable convoy.

REMARKS.

On the 19th of May *Le Patriote*, of 74 guns, belonging to Nielly's ſquadron, joined the grand fleet.

Early in the morning of the 29th of the ſame month, *L'Audacieux* of 74 guns, and a corvette, from the above ſquadron, joined the fleet, and went immediately a-ſtern of *La Montagne*, to inform the Admiral that the Convoy from America was very near, which account had been brought by *La Semillante*, the preceding evening, to Admiral Nielly.

Admiral

Admiral VILLARET diſpatched a frigate, and two corvettes, with inſtructions to Admiral VANSTABEL; and with orders to NIELLY to join him immediately, which junction was effected early the next morning.

JEAN-BON ST. ANDRE, having gained intelligence that a detachment of ſix ſhips of the line from LORD HOWE's fleet had been left cruizing off the Bay, ſent orders that the Cancalle ſquadron ſhould be reinforced to eight ſhips of the line, and to cruize from Uſhant as far South as the latitude of L'Iſle Dieu, on the look out for the Engliſh ſquadron, and the convoy expected from North America. He alſo requeſted of his colleague PRIEUR to ſend him what ſhips of the line he could ſpare, and ſome faſt ſailing frigates. Admiral VANSTABEL, who had juſt been reinforced with three ſail of the line, put to ſea immediately, and detached *Le Trent-un Mai* of 74 guns, and two frigates, and ſent them with diſpatches to Admiral VILLARET, whoſe fleet they joined in the evening of the 29th of May, ſoon after the action of that day had cloſed.

Le Montblanc and '*Le Montagnard* were loſt; one on her way to France, after the action of the 29th of May, and the

the other in that of the 1ſt of June. It was alſo believed at Breſt, that *L'Audacieux* ſunk, during the engagement of the 1ſt of JUNE, and that every individual belonging to her periſhed.

IT is a matter of doubt whether *Le Tirannicide* had kept her ſtation in the line, when the Britiſh fleet bore down to attack the French fleet on the 1ſt of June.

There are two accounts reſpecting *Le Tirannicide:* the one ſtates, that, from her diſabled condition ever ſince the action of the 29th of May, ſhe had been towed into the line by *Le Trajan.* According to the other, ſhe had fallen to leeward, not having been able to keep her ſtation, and her number in the line had been replaced by *Le Trent-un Mai*, belonging to the rear diviſion.

IT was reported that the French line was cloſed by *Le Montblanc*; but that ſhip had ſuffered too much damage in her maſts and rigging, during the action of the 29th of May, to be capable to cloſe the line before an enemy; and we have a poſitive proof that *Le Pelletier* was the rearmoſt ſhip of their line on the 1ſt of June.

L'Eole

L'Eole, inſtead of having ſeparated from the French fleet, after the action of the 29th of May, as ſtated at page 14, is found to have been in the line, and in action, on the 1ſt of June.

On the 11th of June, the remains of the French fleet, commanded by Admiral Villaret, came to an anchor in Bertheaume Sound. It conſiſted of the following ſhips:

La Montagne

Le Mucius	Le Gaſparin	La Convention
Le Trajan	Le Temeraire	La Trente-un Mai
Le Scipion	Le Neptune	Le Gemmapes
Le Republicain	Le Terrible	Le Tirannicide
L'Entreprenant	Le Pelletier	Le Tourville
Le Patriote	Le Jacobin	L'Eole.

On the 12th of June the Convoy from the United States of America arrived, and came to an anchor in the ſame Sound.

FRENCH

FRENCH LINE OF BATTLE,

ON THE 1st OF JUNE, 1794.

	Ships.	*Guns.*		*Frigates.*	*Corvettes.*
1	La Convention - -	74		La Proserpine	
2	Le Gasparin - - -	74			
3	L'America - - -	74	Broad Pendant.		Le Maire-guiton
4	Le Temeraire - -	74			
5	Le Terrible - -	110	Admiral BOUVET.	La Surpriſe	Le Furet
6	L'Impetueux - -	74			
7	L'Eole - - -	74		L'Insurgente	
8	Le Mucius - -	74			
9	Le Tourville - -	74		La Reſolue	La Mutine
10	Le Trajan - - -	74			
11	Le Trente-un Mai -	74	Le Tirannicide, 74 guns. out of the line.	La Nayade	
12	L'Audacieux - -	74			
13	Le Juste - - -	80			
14	La Montagne - -	120	Ad. VILLARET DE JOYEUSE, JEAN BON ST. ANDRE, Deputy from the Nat. Con.	La Galathée La Gentille	Le Jeanbart L'Athalante
15	Le Jacobin - - -	80			
16	L'Achille - - -	74			
17	Le Patriote - -	74		La Felicité	
18	Le Vengeur - -	74			
19	Le Northumberland	74		La Bellone	
20	Le Gemmapes - -	80			
21	L'Entreprenant - -	74	Broad Pendant.	La Precieuſe	La Mouche
22	Le Neptune - -	74			
23	Le Republicain -	118	Admiral NIELLY.	La Tamise	Le Papillon
24	Le Sans Pareil - -	80			
25	Le Scipion - - -	80			
26	Le Montblanc - -	74		La Semillante	Le Courier
27	Le Pelletier - -	74	Broad Pendant.		

There will be found ſome difference in this Plan of the French Fleet, and that which is inſerted at page 16 of the Narrative. To account for this difference it is only neceſſary to mention, that this laſt Order of Battle was collected at Breſt, and drawn up by an Officer who was in that engagement, and which, *from his ſituation*, deſerves the moſt perfect confidence.

N. B. In the engraved Plans theſe variations have been noticed.

A wish to shew the Public so extraordinary a production in its original form, as well as a consideration of the difficulty which must necessarily arise, in an endeavour to translate the nautical phrases of one Nation into the language of another, have induced the publisher to give, in the words in which it was written, the following

SOMMAIRE

DE LA

JOURNÉE DU PREMIER JUIN,

1794.

EXTRAIT FIDELLEMENT

Du JOURNAL tenu jour par jour par le Représentant du Peuple JEAN BON ST. ANDRÉ, embarqué sur le Vaisseau LA MONTAGNE.

LE 13 Prairéal (premier Juin) l'armée Angloise parut au vent à nous sur la ligne de front, faisant porter vent arrière sur l'armée de la République; elle prit ensuite les amures à bâbord, & manœuvra pour nous attaquer; elle étoit formée alors de 28 vaisseaux de ligne, & l'on apperçut qu'ils en avoient encore quelques-uns au vent, formant un corps de réserve: le capitaine de la frégate *la Proserpine* nous a assuré en avoir compté 34 en tout, dont 8 à trois ponts. (1)

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(1) Le premier Juin, la flotte Angloise consistoit en 25 vaisseaux de ligne, 7 frégates, 2 brûlots, 1 sloop, 2 corvettes, & un vaisseau hôpital; elle n'avoit aucun vaisseau de ligne en réserve *au vent*: 7 au lieu de 8 de ces 25 vaisseaux étoient à trois ponts. La flotte Françoise consistoit en 28 vaisseaux de ligne, dont 26 complets se trouvèrent dans la ligne, & deux *sous le vent*, avec 12 frégates, & 18 corvettes, &c. D'où il résulte que la flotte Françoise étoit supérieure en nombre de 3 vaisseaux de ligne, 5 frégates, &c.

L'Amiral VILLARET partit de la rade de Brest, avec 25 vaisseaux, fut rallié le 19 Mai par *le Patriote*; le 29, au matin, avant le combat, par *l'Audacieux*; & le soir après le combat, par le *Trente-un Mai*, comme on le voit dans la marge de la ligne naturelle donnée ci-dessus. Le lendemain, 30 Mai, il fut joint par le reste de la division du Contre-Amiral NIELLY, qui consistoit dans *le Sanspareil, le Téméraire*, & *le Trajan*. Total, 31 vaisseaux de ligne.

A l'affaire du 28 Mai, le *Révolutionnaire* fut très-maltraité, quitta la ligne, & se sauva à Rochefort.

Dans l'action du 29, l'*Indomptable* & le *Montagnard* ayant également beaucoup souffert, quittèrent aussi l'armée, qui, par cette séparation, se trouvoit réduite à *vingt-huit* vaisseaux de ligne, avec lesquels M. VILLARET combattit le premier Juin.

*N

Nous étions néanmoins prêts à les recevoir. L'attaque commença vers les neuf heures du matin ; notre avant-garde fit feu beaucoup trop tôt : elle n'attendit ni les ordres du général, ni de voir l'ennemi à ſa portée.

Le combat étoit engagé, & il étoit très-vif : on ſe battoit de part & d'autre avec chaleur, lorſqu'une manœuvre mal-adroite du capitaine Gassin, commandant le vaiſſeau *le Jacobin*, cauſa le plus grand déſordre. Ce vaiſſeau étoit de l'arrière du général ; le capitaine, en avançant trop ſur nous, laiſſa un vuide dans la ligne ; il s'apperçut trop tard de ſa faute ; il mit ſon grand hunier ſur le mât, mais il ſe trouvoit engagé ſous le vent à nous ; & la vérité eſt, qu'il ne ſavoit plus ce qu'il faiſoit. L'Amiral Anglois, qui s'apperçut de ſon embarras, voulut en profiter ; il laiſſa arriver ſur *la Montagne*, dans l'intention de couper la ligne derrière ce vaiſſeau ; ce qu'il fit en effet. (2)

La faute pouvoit être réparée, & l'on pouvoit aiſément faire tourner contre l'Amiral Anglois, ſa propre imprudence. Si *le Jacobin* avoit arrivé vent arrière, il laiſſoit au vaiſſeau ennemi, toute la facilité de prolonger *la Montagne* à ſtribord, & revenant enſuite au vent, il le plaçoit entre deux feux. L'ordre d'arriver lui fut donné au porte-voix par

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(2) Au combat du 29 Mai, l'Amiral Howe ayant coupé la ligne Françoiſe, y cauſa le plus grand déſordre. Cette leçon avoit appris à l'Armée Françoiſe à ſe tenir ſur ſes gardes.

A la journée du premier Juin, le Capitaine Gassin, dans la poſition de matelot de l'arrière de l'Amiral Villaret, s'appercevant que le projet de l'Amiral Anglois étoit de couper la ligne entre ſon vaiſſeau & *la Montagne*, manœuvra pour le devancer ; mais l'Amiral Howe, jugeant bien que l'intention du Capitaine Gassin étoit de ſe mettre en poſition de l'enfiler de l'avant à l'arrière quand il combattroit *la Montagne* bord à bord, paſſa ſous la poupe de l'Amiral François, & garda pendant 40 minutes cette poſition, & celle de la hanche. L'Amiral Howe ne vouloit pas tellement garder la poſition avantageuſe de la hanche, qu'il ne penſât à aborder *la Montagne* ; en conſéquence il força de voiles & hiſſa ſon grand & ſon petit perroquet : mais étant abrité par *la Montagne*, les voiles de *la Charlotte* faſeyant, il ne put parvenir par ſon travers & la cramponer. La réunion de pluſieurs boulets à la flottaiſon vers le gouvernail avoit occaſionné une voie d'eau très-conſidérable à *la Montagne*. Dans ces entrefaites *la Charlotte* ayant reçu le feu du *Jacobin*, de *l'Achille*, & du *Juſte*, perdit ſon petit mât de hune, l'Amiral François profitant de cet événement, laiſſa tomber ſa miſaine pour s'en éloigner. Peu de temps après, elle perdit auſſi ſon grand mât de hune par la dernière bordée que lui envoya *le Jacobin*. Ce mât, en tombant, cauſa de grandes avaries & lui déchira ſa grande voile ; mais jamais elle ne fut démâtée de ſon mât d'artimon, ni de ſon grand mât.

plusieurs personnes: j'allai moi-même sur la galerie, pour le lui transmettre; & ce fut en le lui donnant, que le Citoyen BAZIRE, capitaine de pavillon du Général, fut atteint d'un boulet, dont il mourut quelques heures après. Cependant *le Jacobin* n'arrivoit point, & l'Amiral Anglois, qui nous en vouloit principalement, après avoir lâché sa bordée de stribord sur *l'Aebille*, enfila par la hanche le vaisseau *la Montagne*, & lui fit un mal affreux. Cent hommes au moins ont été tués par ces décharges meurtrières, & l'arrière du vaisseau en a beaucoup souffert. Nous avions le feu de l'ennemi, & nous ne pouvions pas le lui rendre, crainte de tirer sur un de nos vaisseaux; cependant nous pûmes enfin arriver, & nous présentâmes le côté à l'Amiral Anglois, qui ne put pas le soutenir long-temps, & qui se retira dématé de son mât d'artimon & de son grand mât. Dans ce moment nous étions entourés de 5 à 6 vaisseaux; nous faisions feu des deux bords; nous coulâmes un vaisseau ennemi au vent, & tous ceux qui nous approchèrent furent très-maltraités. (3)

Le combat étoit horrible: les armées étoient mêlées & confondues; on se battoit à la portée du pistolet, avec un acharnement dont on n'a jamais vu d'exemple. Les tourbillons de fumée empêchoient de voir autour de soi ce qui se passoit; & nos frégates nous ont rapporté que *la Montagne* avoit été pendant deux heures invisible à leurs yeux, & qu'elles ne la rallioient qu'au bruit de sa formidable artillerie. (4) Cependant, dans une éclaircie, le Général s'apperçut que l'avant garde avoit plié Le Contre-Amiral BOUVET, qui la commandoit, avoit seul gardé son poste; & il se trouvoit au vent de l'armée Angloise, se battant avec vigueur, quoique dématé de son grand mât. Pour rallier sa division,

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(3) Les matelots de l'avant & de l'arrière de *la Charlotte* étant engagés séparément, on ne voit pas comment *la Montagne* a pu être entourée.

Quant au vaisseau que M. JEAN BON ST. ANDRE' dit avoir été coulé au vent par *la Montagne*, ce ne peut être qu'un vaisseau François, car tous les vaisseaux de la Flotte Angloise sont rentrés à Portsmouth & à Plymouth.

(4) Il faut avoir des oreilles bien délicates pour distinguer dans un combat l'artillerie d'un vaisseau *entouré*, selon M. JEAN BON ST. ANDRE', de 5 à 6 *vaisseaux*. Et quand bien même *la Montagne* auroit eu sa première batterie de 48 livres de balles en bronze, la charge en poudre étant la même que celle de 36, la vibration est sensiblement la même.

il laiſſa arriver vent arrière, & paſſa au milieu de la ligne Angloiſe, avec beaucoup de courage & d'audace.

Le Général fit ſignal à l'avant-garde de revirer, & de ſe porter à la queue. Ce ſignal ne fut peut-être pas apperçu au milieu des tourbillons de fumée ; ce qui eſt certain, c'eſt qu'il ne fut pas exécuté.

L'ennemi, voyant que notre avant-garde avoit plié, s'étoit porté ſur l'arrière-garde. Le Contre-Amiral NIELLY ſoutenoit le choc avec fermeté, & il nous a aſſuré avoir vu couler un vaiſſeau ennemi. (5)

Il eſt impoſſible de rendre compte exactement des mouvemens qui ont été faits dans cette journée : dans la chaleur de l'action, on n'a pu ſaiſir que les faits principaux. Le combat ſe ralentit enfin, après 5 heures ; le Général vit ſon avant-garde à deux lieues ſous le vent à lui ; l'arrière-garde ne paroiſſoit pas ; trois vaiſſeaux étoient au vent de la ligne Angloiſe, courant les amures à ſtribord. Il fut obligé d'arriver pour rallier ſes vaiſſeaux, qui paroiſſoient avoir peu ſouffert, & qui ſans doute avoient plié de bonne heure. Il fit ſignal de virer vent-arrière ſur l'arrière-garde ; le ſignal ne fut pas encore exécuté, & l'avant-garde ne vira que quand le général fut lui-même établi ſur l'autre bord. Nous ralliâmes l'arrière-garde ; preſque tous les vaiſſeaux qui la compoſoient étoient entièrement déſemparés. *Le Républicain* ne conſervoit que ſon mât de miſaine, & tout annonçoit qu'ils avoient fait une réſiſtance digne d'eux. Quelques uns des vaiſſeaux déſemparés étoient à une très-grande diſtance au vent à nous confondus pêle-mêle avec les vaiſſeaux Anglois qui ſe trouvoient dans le même état : il falloit travailler à les ſauver. (6)

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(5) On verra à la note (12), que le vaiſſeau que l'Amiral NIELLY a vu couler bas n'étoit point un vaiſſeau Anglois.

(6) Le combat commença à 9 heures 42 minutes du matin, & le feu ceſſa à 1 heure & un quart après midi.

A midi 45 minutes l'Amiral François avoit rallié 10 de ſes vaiſſeaux à deux lieues ſous le vent de l'armée Angloiſe, où ils reſtèrent environ *une heure* en panne à ſe réparer. Vers les deux heures il forma ſa ligne, ſtribord amures, & ſe porta avec 9 de ſes vaiſſeaux pour en rallier 5 autres déſemparés, qui étoient à 2 lieues à l' E. S. E. faiſant vent arrière, remorqués par des frégates, & protégés par 3 vaiſſeaux qui avoient peu ſouffert dans l'action. Par cette manœuvre, il prévint l'Amiral Anglois, qui ſe réparoit, ainſi que ſes autres vaiſſeaux, & ſe diſpoſoit à former une ligne de viteſſe, dont le ſignal venoit d'être fait, qui par conſequent auroit pu l'engager à un ſecond combat, s'il fût reſté dans cette poſition plus long-temps, & ſauva ſes cinq

Le Général fit donner des remorques à tous ceux que sa position lui permettoit de recueillir ; il mit en panne pour faire cette opération ; & tel étoit le délabrement de l'armée Angloise, qu'il ne fut pas inquiété. Les frégates & corvettes de l'armée furent envoyées pour donner des remorques ; & quoique le signal qui l'ordonnoit fut hissé, le vaisseau *le Pelletier* & quelques autres, qui pouvoient l'exécuter, ne manœuvrèrent pas pour le faire. On a compté en tout dans les deux armées 17 vaisseaux démâtés & entièrement ras, indépendamment de ceux qui conservoient encore quelques restes de mâtures, soit de l'avant, soit de l'arrière. (7)

Si l'avant-garde se fût tenue davantage dans le vent, non-seulement nous aurions sauvé tous nos vaisseaux désemparés, mais plusieurs des Anglois seroient tombés entre nos mains. Les Anglois, malgré l'avantage du nombre, n'ont eu sur nous, ni la supériorité du courage, ni celle du feu : ils ont eu sur nous l'avantage du vent, qu'il n'étoit pas en notre pouvoir de leur ravir. C'est ce qui a fait tomber entre leurs mains quelques-uns de nos vaisseaux, qui par leur position étoient réduits à l'impuissance de se défendre ; car tous ceux qui ont conservé un bout de mât pour pouvoir sur-le-champ y établir une voile, après la résistance la plus honorable, ont échappé à l'ennemi. (8) Nous l'avons laissé en plus mauvais état que nous : s'il eût eu encore le moyen de nous attaquer, il en étoit le maître, car nous ne fuyions pas ; & il n'a pas même bougé pour empêcher des frégates & de très-petites corvettes, d'aller donner des remorques à ceux de nos bâtimens qui étoient hors de leur ligne.

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vaisseaux, qui seroient infailliblement tombés au pouvoir de l'Armée Angloise. D'après cet exposé, M. Jean Bon St. André n'a pu rester en panne 5 ou 6 heures comme il le dit ci-après.

(7) Quoique l'armée Angloise eût généralement souffert, il n'y a eu que le *Marlborough* & la *Défense* qui furent entièrement ras. Parmi les autres vaisseaux, la *Charlotte*, le *Royal-George*, la *Queen*, le *Bellerophon* & le *Brunswick* étoient les plus désemparés.

(8) M. Jean Bon St. André auroit dû ajouter que *le Tyrannicide* & *le Gemmappes*, qui avoient amené pavillon, furent de ce nombre. Au reste, si *l'América* n'avoit pas été conduite à Portsmouth, M. Jean Bon St. André n'auroit pas manqué de relever *l'action éclatante* du Commandant de ce vaisseau. Il étoit complettement démâté, & sans mouvement, éloigné de tout secours, lorsque la frégate *le Phaëton* passa près de lui pour se rendre auprès de l'Amiral Howe : *l'América* lui lâcha sa bordée, lui tua 6 ou 7 hommes, & en blessa plusieurs.

Nous demeurâmes en panne 5 ou 6 heures, pour faire toutes nos dispositions; après quoi nous fîmes servir au plus près du vent sous les huniers. Nous avions 19 gros vaisseaux : nous ignorions le nombre de ceux qui étoient tombés au pouvoir de l'ennemi ; car, de ceux qui nous manquoient, les frégates assuroient en avoir vu, l'une 2, l'autre 3, qui avoient quitté la ligne avant la fin du combat.

Nous passâmes la nuit & les jours suivans à réparer les gréemens & la mâture. Les vaisseaux désemparés établirent des materaux & des voiles, pour avoir la facilité de gouverner & de soulager leurs remorques. Quelques-uns, tels que *le Tyrannicide*, & *le Trente-un Mai*, parvinrent à s'en passer.

Le nombre des morts & des blessés a dû être très-considerable : les vaisseaux à trois ponts ont dû en avoir un beaucoup plus grand nombre que les autres, parce qu'ils ont essuyé un feu beaucoup plus vif. *La Montagne* seule en a eu 300, dont le tiers seulement de blessé, & parmi ceux-ci la plupart grièvement. Je ne parle pas des blessures légères, telles que des contusions, plaies peu profondes, &c. Il n'est presque point d'individus sur *la Montagne* qui n'en ait reçu quelques-unes de cette espèce. Je ne fais mention que de celles qui ont un besoin indispensable des secours de l'art, pour être guéries. L'ardeur des équipages étoit telle, qu'il n'est pas possible d'en donner une juste idée ; & c'est l'impéritie de quelque capitaines, & notamment de celui du *Jacobin*, qui nous a ravi des mains la victoire la plus brillante. (9)

Après le combat le vent fut heureusement foible, & la mer très-belle. Cela nous donna la facilité de faire les réparations urgentes & indispensables.

Le 15 (3 Juin) nous fûmes joints par le bricq *la Mouche*, (10) dépêché par le Contre-Amiral VANSTABEL. Ce bâtiment étoit parti de Chésapeak, le jour même du départ du convoi, il y avoit déjà 48 jours.

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(9) L'opinion générale des Officiers de l'armée Angloise est plus favorable sur la conduite du Capitaine du *Jacobin*.

(10) *La Mouche* avoit joint l'Armée Françoise avec *l'Audacieux* dès le 29 *Mai*, comme on l'a vu à la page 87. Cette corvette appartenoit à l'escadre de l'Amiral VANSTABEL, qui, se trouvant à portée d'entendre la canonnade du 28 *Mai*, l'avoit expédiée avec la frégate *la Sémillante* pour avertir le Général VILLARET de la proximité du convoi.—Nous ne chercherons point à approfondir les motifs qui ont déterminé M. JEANBON ST. ANDRE' à dissimuler cette information intéressante.

Il avoit croisé, par ordre de ce Général, pendant 15 jours, à la hauteur des Azores, Corve & Flores. Nous ne doutâmes pas d'après ces renseignemens, que le convoi n'eût passé, ou qu'il ne fût très-près de nous ; dans cette dernière supposition notre combat avec l'ennemi lui avoit ouvert un passage libre. J'avois expédié la veille la frégate *la Précieuse*, pour prendre le point de croisière que nous étions forcés de quitter, & avertir VANSTABEL de ce qui s'étoit passé. Je dépêchai pour le même objet *la Mouche*, à laquelle je joignis *la Galathée*. Je leur donnai ordre de prendre la bordée du sud, & de croiser pendant 8 jours entre les 47 & 48 degrés de latitude & les 15 & 17 degrés de longitude. Ce temps étoit plus que suffisant pour s'assurer si le convoi étoit passé. S'il étoit rencontré, on devoit instruire le Contre-Amiral du combat qui avoit eu lieu entre les deux armées, & lui dire de porter au sud, pour aller chercher la latitude de l'Ile-Dieu, & conduire son convoi à l'Orient ou Rochefort.

Le Général avoit dépêché *la Proserpine* pour se porter successivement sur tous les vaisseaux de l'armée, prendre leurs noms, & s'informer de leurs besoins. Les vaisseaux qui nous restoient étoient,

	LA MONTAGNE	
Le Mucius	*Le Gasparin*	*La Convention*
Le Trajan	*Le Téméraire*	*Le Trente-un Mai*
Le Scipion	*Le Neptune*	*Le Gemmapes*
Le Républicain	*Le Terrible*	*Le Tyrannicide*
L'Entreprenant	*Le Pelletier*	*Le Tourville*
Le Patriote	*Le Jacobin*	*L'Eole* (11)

Quelques-uns de ces vaisseaux avoient très-peu souffert dans le combat, tels que *l'Eole*, *le Tourville*, *le Jacobin*, *le Pelletier*, *le Téméraire*, mais sur-tout *le Trajan*, qui n'avoit eu que trois hommes tués dans l'affaire : ces vaisseaux appartenoient à l'avant garde, à l'exception du *Pelletier*, qui avoit été placé à l'arrière-garde, & du *Jacobin*, qui faisoit partie de l'escadre du centre, mais qui arriva plus encore que l'avant-garde, & qui ne put prendre aucune part à l'action.

(11) M. Jean Bon St. André, dans son Rapport, a substitué, DANS LA LIGNE DE BATAILLE NATURELLE, *le Trente-un Mai* au *Montblanc*, & a oublié de nous dire ce qui est arrivé au *Montblanc*, qui ne se trouve pas même du nombre de ceux qu'il a ramenés avec lui en France après le combat.

Il étoit notoire à toute l'armée que le *Montblanc* faisoit partie de la flotte Françoise lorsqu'elle appareilla de la rade de Brest le 27 Floréal, 16 Mai ; qu'il étoit compris dans sa ligne naturelle, & qu'il avoit tellement souffert au combat du 29 Mai, qu'il ne put être en état de serrer la ligne le PREMIER JUIN.

Les vaiſſeaux démâtés étoient *le Mucius*, *le Scipion*, *le Républicain*, *le Terrible*, & *le Gemmapes* ; ceux-ci portoient empreinte ſur leur bord la preuve du courage avec lequel ils s'étoient battus . *le Terrible* ſurtout étoit criblé.

Nous apprîmes, par les rapports des capitaines, qu'il y avoit eu probablement trois vaiſſeaux Anglois coulés : *le Neptune* en avoit vu couler un à l'arrière-garde, & pluſieurs vaiſſeaux l'avoient vu auſſi : c'étoit celui dont NIELLY nous avoit parlé. (12)

Le Tourville & *le Gaſparin*, placés en avant du centre, en avoient vu couler un que nous avions auſſi diſtingué.

Enfin, le *Tourville* avoit vu un Anglois corps à corps avec *l'Impétueux* ; & dans le choc, tous deux avoient coulé. (Je ne rapporte pas comme un fait certain que *l'Impétueux* ait coulé ; mais ce qui eſt certain, c'eſt que le trait que je rapporte de ſa courageuſe réſiſtance, a empêché que la ligne ne fût coupée). Je dois rendre hommage à la mémoire du Capitaine DOUVILLE, commandant *l'Impétueux* ; il étoit le matelot de l'arrière du *Terrible*, comme *le Jacobin* l'étoit de *la Montagne*. Un vaiſſeau Anglois eſſaya de couper la ligne en avant de lui : *l'Impétueux* ſerra ſon général, ſe laiſſa aborder par l'ennemi, & préféra de s'abymer avec lui dans les flots, plutôt que de lui céder le poſte qu'il devoit garder.

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(12) Le Contre-Amiral NIELLY & pluſieurs Capitaines de l'arrière-garde aſſurèrent avoir vu couler un vaiſſeau Anglois. Ainſi, d'après ce que M. Jean Bon St. André nous a dit à la page 95, *que la* Montagne *coula un vaiſſeau ennemi au vent*, il eſt certain que deux vaiſſeaux ont coulé bas, indépendamment du *Vengeur*, qui n'a coulé qu'après que l'Armée Françoiſe ſe fut éloignée du champ de bataille.— Il faut bien le répéter encore : tous les vaiſſeaux de l'Armée Angloiſe ſont rentrés dans les ports de la Grande-Bretagne; ainſi, les deux vaiſſeaux que M. JEAN BON ST. ANDRÉ, l'Amiral NIELLY, & les Capitaines François, *ont vu couler*, étoient deux vaiſſeaux François. De cette manière on explique pourquoi *le Montblanc* & *l'Audacieux* n'ont point paru dans les ports de France, & pourquoi leurs noms ont été ſoigneuſement oubliés dans la liſte que l'on a donnée des vaiſſeaux qui compoſoient la ligne Françoiſe au combat du premier Juin.

LA FLOTTE FRANÇOISE ÉTOIT COMPOSÉE DE 28 VAISSEAUX DE LIGNE. M. JEAN BON ST. ANDRÉ EN A RAMENÉ 19 à BREST ; L'AMIRAL HOWE EN A CONDUIT 6 à PORTSMOUTH ; LE VENGEUR A COULÉ APRÈS LE COMBAT ; ET M. JEAN BON ST. ANDRÉ AVOUE, QUE, PENDANT L'ACTION, IL EN A COULÉ DEUX AUTRES ; CE QUI DONNE UN TOTAL DE 28.

A

DESCRIPTION

OF THE

TWO PICTURES,

REPRESENTING

THE ENGAGEMENT

OF THE

FIRST OF JUNE 1794.

FEBRUARY 1796.

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N 2

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MR. DE POGGI's efforts have been directed to render these Prints worthy of the event they commemorate; and he feels a pride in mentioning the distinguished praises which they have received. He should not, however, presume upon such a declaration, if the approbation of EARL HOWE, who has honoured them with the sanction of his name, was not an authority too flattering for him to suffer to pass unrecorded; and, while he returns his acknowledgments to that nobleman, he is no less proud of mentioning with gratitude his great obligations to those distinguished OFFICERS, who shared with his Lordship the GLORY OF THAT DAY, for their having condescended to instruct him in the formation of his plans, which they were pleased to approve and adopt, as well as for the liberality with which they have patronized his undertaking.

A DESCRIPTION, &c.

THE Scene of Action lay E. half N. 140 leagues off USHANT; the wind nearly South.

At $9^h\ 24^m$ A. M. the enemy's van commenced firing.

At $9^h\ 52^m$ A. M. the *Queen Charlotte* engaged *La Montagne*.

At $10^h\ 45^m$ A. M. the French Admiral crouded off.

At $1^h\ 10^m$ P. M. the general firing ceaſed.

At $2^h\ 50^m$ P. M. the French Admiral, leading ten line of battle, in a well formed line, went down, in order to cover ſix of his diſabled ſhips, which had bore away conſiderably from the wind, to avoid being taken.

At $5^h\ 40^m$ P. M. *Le Vengeur* ſunk, when the greater number of her crew were ſaved, by the humane and generous exertions of the BRITISH SAILORS!

Mr. ROBERT CLEVELEY, in theſe two Pictures, has endeavoured to repreſent thoſe points of time on which the deciſion and conſequence of the battle chiefly depended, and which are in themſelves ſtrictly *hiſtorical*.

SEE

SEE THE ANNEXED PLANS WITH THE PRINTS.

The Engliſh line of battle begins with the *Cæſar*, No. 1, the leading ſhip that day, and ends with the *Thunderer*, No. 25.—That of the French was compoſed of twenty-ſix line of battle (excluſive of the *Tirannicide*, which, having been much diſabled in the action of the 29th of May, was unable to keep her ſtation, though taken in tow by the *Trajan*, and ſeconded by the *Audacieux*), beginning with *La Convention*, A. and ending at *La Pelletier*.

THE TIME repreſented in the firſt Picture is at 10^{h} 40^{m} A. M. when the French Admiral *crowded off*.

In this Picture Mr. R. CLEVELEY has repreſented, from to leeward of both fleets, at one view, the whole of the action, on a diagonal, which prolongs itſelf Eaſt from the van, in order to expreſs the ſituation of the Britiſh fleet, *about one hour after the cloſe action had commenced in the centre*; when it had broken the enemy's line at many points, and each ſhip was either individually engaged with its opponent, or in mutually ſupporting each other; and when *La Montagne* had bore away from the *Queen Charlotte*, which, *by the loſs of her fore-top maſt, and ſoon after the main-top maſt*, was rendered incapable of carrying ſail to recover her ſituation alongſide of her.

SE-

SECOND PICTURE.

CONSULT THE PLANS AS YOU PROCEED.

At 2^h 50^m P. M.

ADMIRAL VILLARET on board *La Montagne*, N. having been near one hour to leeward, about ſix miles from the Britiſh fleet, for the purpoſe of making thoſe repairs which were extremely urgent, from the great damages ſhe had ſuſtained by the fire of the *Queen Charlotte*; and having, in that ſituation, collected nine of his line of battle (excluſive of *Le Terrible*, E. and *Le Temeraire*, D. which ſhips were in too diſabled a ſtate to refit and keep up with him), is coming down, leading thoſe ſhips in a compact line, in order to cover the retreat of *Le Republicain*, W.; which ſhip, having only her mizen-maſt ſtanding, had bore away to a conſiderable diſtance from the Britiſh fleet, and was followed by *Le Tirannicide*, *Le Mucius*, *Le Gemmapes*, and *Le Scipion*, all in the ſtate of wrecks, who had crawled away before the wind, and were towing up by frigates toward *La Montagne*, which is here repreſented as coming to their aſſiſtance.

 Theſe

Theſe ſix wrecks were covered from the rearmoſt ſhips of the Britiſh fleet by *L'Eole*, *Le Gaſparin*, and *Le Pelletier*.

About this time, Earl Howe, in the *Queen Charlotte*, No. 14, having ſent ſufficient force in order to watch and prevent the eſcape of *ſeven* of the enemy's line of battle, *L'America*, *L'Impetueux*, *Le Juſte*, *L'Achille*, *Le Vengeur*, *Le Northumberland*, and *Le Sans Pareil*; and having directed that the moſt immediate aſſiſtance ſhould be given to the *Royal George*, who had loſt her fore-maſt the main and mizen-tops, the *Marlborough* and the *Defence*, which were perfect wrecks afloat, and to the crew of *Le Vengeur*, who had been reported to his Lordſhip to be ſinking; had then the ſignal flying for the line-a-head, for each ſhip to fall in, as their ſituations would allow, with the commander in chief; whoſe deſign moſt aſſuredly was that of renewing the engagement, had the French Admiral attempted weathering the above-mentioned ſeven ſhips belonging to his fleet, or offered to cut off the *Queen*, who, by the loſs of her main and mizen-maſts, had drove a conſiderable way from the reſt of the fleet.

Thus

Thus the Second Picture exhibits an interesting and affecting scene: it shows the respective conditions of the British and the enemy's fleet after the engagement; it proves that the French Admiral had no other view but that of joining the eight ships first-mentioned, and of bearing away for France while he had a favourable wind for so doing; leaving behind him, in the undisputed possession of the English, seven of his line of battle in a state of complete wrecks.

The view of the sinking of *Le Vengeur*, an event awfully sublime, is particularly expressed. The mind of the spectator is at the same time greatly relieved, by observing the strenuous and benevolent exertions of the British Sailors, in their boats, employed in the generous act of saving their drowning enemies.

The sinking state of *Le Vengeur* was not known to the commander in chief, till Captain Schomberg, of the *Culloden*, had sent Lieutenant Sutton on board her (after she had hoisted an English ensign), who, among others, brought away with him Monf. Renaudin, the French captain, and his son, a boy of about twelve years of age. The nearest ships were of course the most able to exert

 their

their efforts. Captain Bazely, of the *Alfred,* ſent as many boats as were ſerviceable; and Lieutenant Winne, commander of the *Rattler* cutter, merits his country's warmeſt thanks for his unremitted efforts, in ſaving upwards of two hundred men in the little veſſel he commanded; and which latter is repreſented in the Picture near on the ſtarboard ſide of *Le Vengeur*. The *Gibraltar,* we are informed, was by ſignal ſent to her relief, and ſeveral boats were alſo ſent from other ſhips, but came up too late to afford *Le Vengeur* any effectual aſſiſtance.

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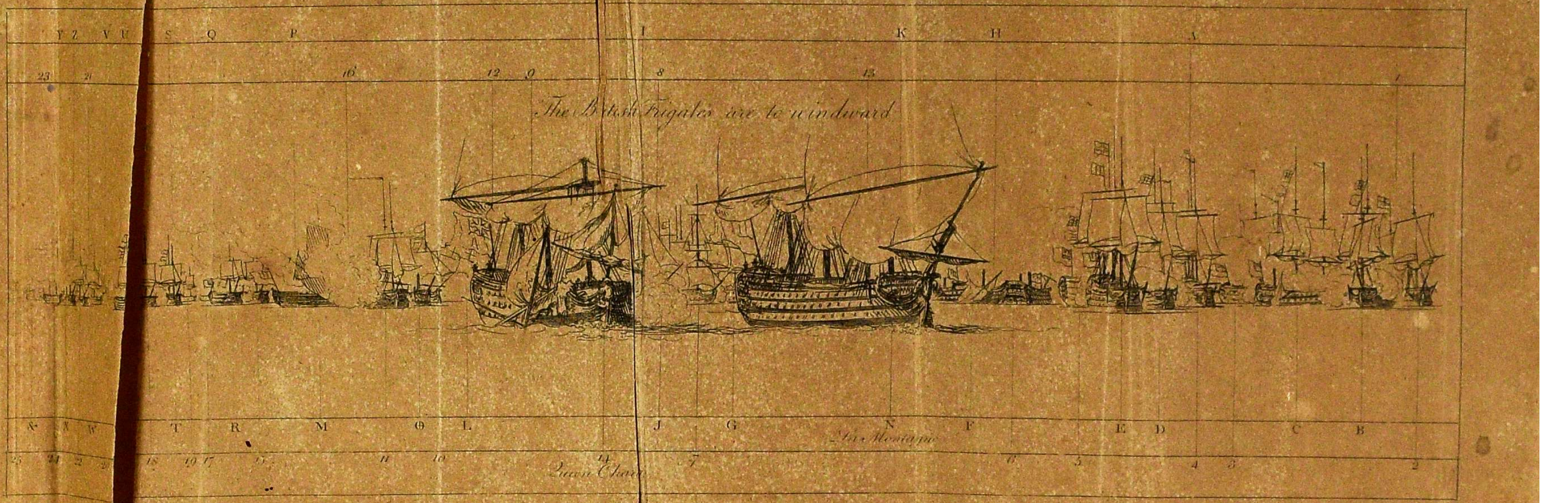
Y.

Yorke, Hon. Mr.
Yorke Capt. R. N.
Yorke Charles, Eſq.



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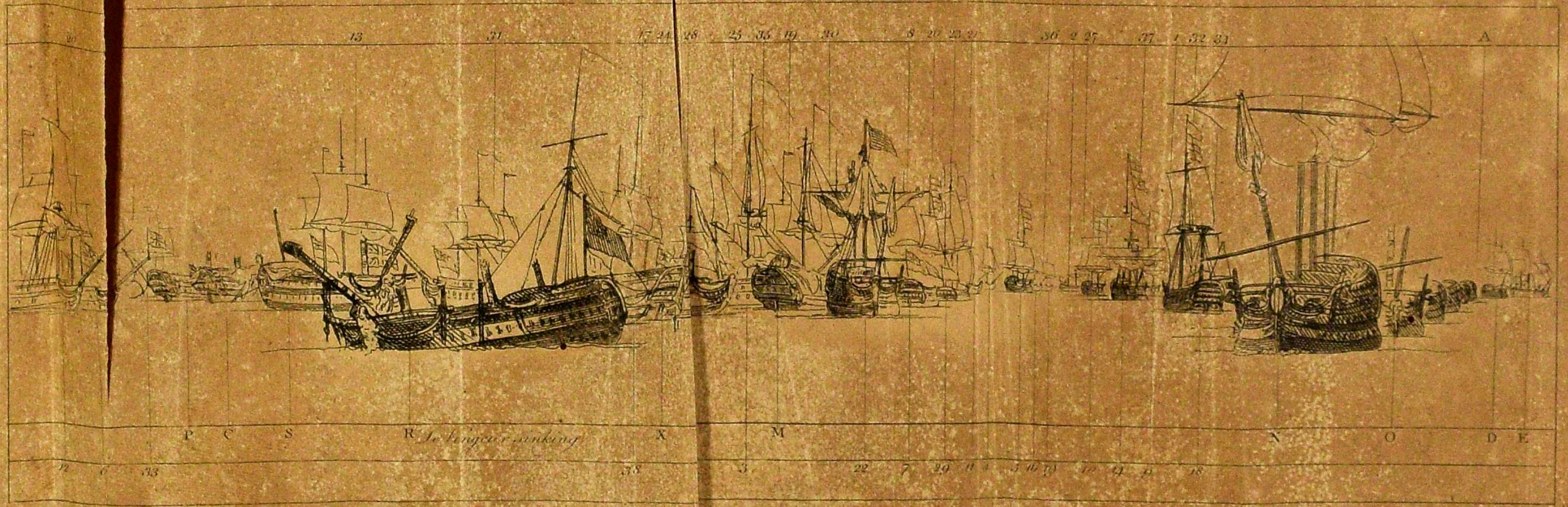


Published Mar. 5. 1796, by A.C. de Poggi, No. 91, New Bond Street, London.

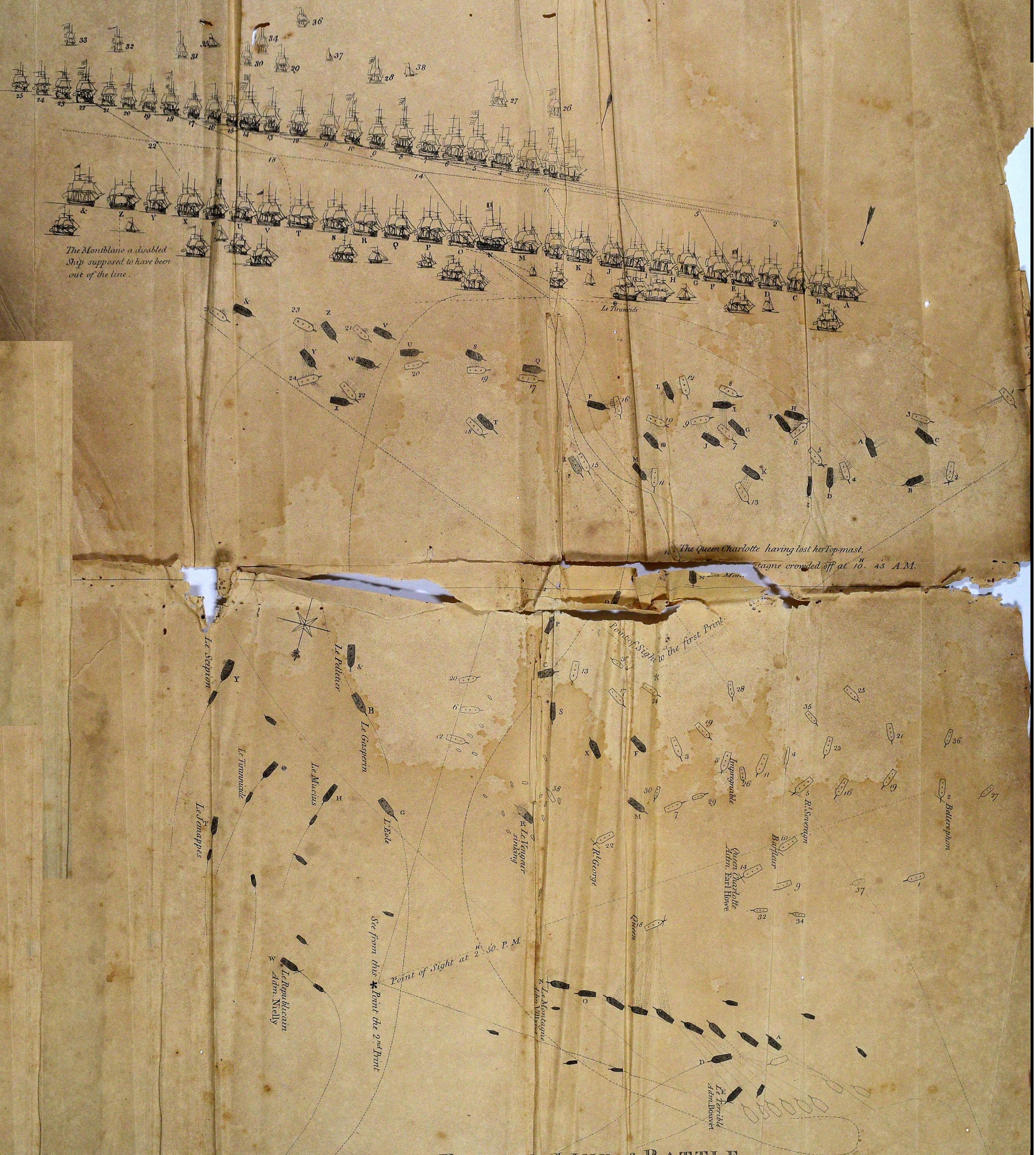
BRITISH LINE of BATTLE.

Admiral Earl Howe, Commander in Chief.

	Ships Names	Guns	Commanders
1	Cæsar	80	Capt. A.J.P. Molloy
2	Bellerophon	74	Rear Adm. T. Pasley; Capt. W. Hope
3	Leviathan	74	Lord H. Seymour
4	Russel	74	J.W. Payne
5	Royal Sovereign	100	Admiral T. Graves; Capt. H. Nicholls
6	Marlborough	74	Hon. G. Berkeley
7	Defence	74	J. Gambier
8	Impregnable	90	Rear Adm. Caldwell; Capt. G.B. Westcott
9	Tremendous	74	Capt. J. Pigott
10	Barfleur	98	Rear Adm. Bowyer; Capt. C. Collingwood
11	Invincible	74	Hon. T. Pakenham
12	Culloden	74	H. Schomberg
13	Gibraltar	80	T. Mackenzie
14	Queen Charlotte	110	Adm. EARL HOWE; Capt. Sir R. Curtis; Sir A.S. Douglas
15	Brunswick	74	J. Harvey
16	Valiant	74	T. Pringle
17	Orion	74	Capt. T. Duckworth
18	Queen	90	Rear Adm. Gardner; Capt. J. Hutt
19	Ramilies	74	H. Harvey
20	Alfred	74	J. Bazeley
21	Montague	74	J. Montagu
22	Royal George	110	Adm. Sir A. Hood K.B.; Capt. W. Domett
23	Majestic	74	C. Cotton
24	Glory	90	Elphinstone
25	Thunderer	74	A. Bertie

	Frigates	Guns	Commanders
26	Niger Repeater	32	Capt. Hon. A. Legge
27	Latona	38	E. Thornborough
28	Pegassus Repeater	28	R. Barlow
29	Phæton	38	W. Bentinck
30	Suthampton	32	Hon. R. Forbes
31	Venus	32	W. Brown
32	Comet Fire Ship		William Bradley
33	Aquilon Repeater	32	Hon. Rob. Stopford
34	Incendiary (Fire Ship)		John Cooke (1)
35	King's Fisher (Sloop)		T.L.M. Goſselin
36	Charon (Hospital Ship)		George Countess

	Cutters	Commanders
37	Ranger	Lieut. C. Colgrave
38	Rattler	Lieut. John Winne



FRENCH LINE of BATTLE,

Admiral Villaret de Joyeuse Commander in Chief.

	Ships	Guns	
A	La Convention	74	
B	Le Gasparin	74	
C	L'Amerique	74	Broad Pendant
D	Le Temeraire	74	
E	Le Terrible	110	Admiral Bouvet
F	L'Impetueux	74	
G	L'Eole	74	
H	Le Mucius	74	
I	L. Tourville	74	
K	Le Trente-un Mai	74	
L	L'Audacieux	74	
M	Le Juste	80	
N	La Montagne	120	Admiral Villaret de Joyeuse & Jean Bon St. Andre Mem. of the Nat. Con.
O	Le Jacobin	80	
P	L'Achille	74	
Q	le Patriote	74	
R	le Vengeur	74	
⊕	Le Tyrannicide not in the line	74	
S	Le Northumberland	74	
T	Le Jemappes	80	
V	L'Entreprenant	74	Broad Pendant
U	Le Neptune	74	
W	Le Republicain	118	Admiral Nielly
X	Le Sans Pareil	80	
Y	Le Scipion	80	
Z	Le Montblanc	74	
&	Le Pelletier	74	Broad Pendant

Frigates

La Gentille	La Surprise
La Felicité	La Nayade
La Semillante	La Precieuse
La Tamis	La Bellone
L'Insurgente	La Resolue
La Proserpine	La Galathée

Corvettes

Le Papillon	Le Furet
Le Jean Bart	Le Maire-guiton
L'Athalante	La Mouche

15 The Brunswick out of the Picture